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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

REGULAR MEETING

EXECUTIVE/ ADMINISTRATION COMMITTEE

Thursday, March 1, 2018
9:00 a.m. – 10:00 a.m.

Please Note NEW Address

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Policy Room B
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the Executive/Administration Committee are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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Executive/Administration Committee
Members – March 2018

1. **Hon. Margaret E. Finlay**
President /Chair *Duarte, District 35*
2. **Hon. Alan D. Wapner**
1st Vice President/1st Vice Chair *SBCTA*
3. **Hon. Bill Jahn**
2nd Vice President/2nd Vice Chair *City of Big Bear Lake, District 11*
4. **Hon. Michele Martinez**
Immediate Past President /Past Chair *Santa Ana, District 16*
5. **Hon. Rex Richardson**
Chair, Community, Economic and Human Development *Long Beach, District 29*
6. **Hon. Vartan Gharpetian**
Vice Chair, Community, Economic, and Human Development *Glendale, District 42*
7. **Hon. Carmen Ramirez**
Chair, Energy and Environment Committee *Oxnard, District 45*
8. **Supervisor Linda Parks**
Vice Chair, Energy and Environment Committee *Ventura County*
9. **Supervisor Curt Hagman**
Chair, Transportation Committee *San Bernardino County*
10. **Hon. Randon Lane**
Vice Chair, Transportation Committee *Murrieta, District 5*
11. **Hon. Clint Lorimore**
Chair, Legislative/Comm. & Membership Committee *Eastvale, District 5*
12. **Hon. Greg Pettis**
Vice Chair, Legislative/Comm. & Membership Committee *Cathedral City, District 2*
13. **Hon. Jan Harnik**
President's Appointment (Riverside County) *Palm Desert, RCTC*
14. **Hon. Cheryl Viegas-Walker**
President's Appointment (Imperial County) *El Centro, District 1*
15. **Hon. Pam O'Connor**
President's Appointment (Los Angeles County) *Santa Monica, District 41*
16. **Hon. Glen Becerra**
President's Appointment (Ventura County) *Simi Valley, District 46*
17. **Hon. Sabrina LeRoy**
Tribal Government Regional Planning Board Representative *San Manuel Band of Mission Indians*
18. **Mr. Randall Lewis**
Business Representative *Lewis Group of Companies*

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EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)

AGENDA

Southern California Association of Governments
Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017
Thursday, March 1, 2018
9:00 a.m. – 10:00 a.m.

The Executive/Administration Committee (EAC) may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out a Public Comment Card and present to the Clerk prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

- SCAG Legislative Reception in Sacramento, March 7 – 8, 2018
- 2018 Regional Conference and General Assembly: “Southern California at a Crossroads”
May 3-4, Renaissance Indian Wells Resort & Spa

PRESIDENT'S REPORT

- SCAG Delegation at MuniWorld Conference, Tel Aviv – Update
 - Kolot Leadership Visit, March 19, 2018
 - SCAG Visit to Imperial County, March 29 – 30, 2018
-

ACTION/DISCUSSION ITEMS

Page No.

- | | | |
|--|--------------------------|------------------|
| <p>1. Metropolitan Planning Agreements
<i>(Hasan Ikhrata, Executive Director)</i></p> <p>Recommended Action: Authorize the Executive Director or his designee to finalize and executive the Metropolitan Planning Agreements.</p> | <p>Attachment</p> | <p>1</p> |
| <p>2. Approval of the Fiscal Year 2018-19 Draft Comprehensive Budget
<i>(Hasan Ikhrata, Executive Director)</i></p> <p>Recommended Action: It is recommended that the Regional Council: 1) Approve the Fiscal Year (FY) 2018-19 Draft Comprehensive Budget, which includes the Draft Overall Work Program (OWP), the General Fund Budget and Membership Assessment, the Indirect Cost Budget, and the Fringe Benefits Budget. 2) Authorize the release of the Draft OWP to initiate the 30-day public comment period, and transmit the General Fund Budget and Membership Assessment to the General Assembly in May 2018.</p> | <p>Attachment</p> | <p>99</p> |

CONSENT CALENDAR

Approval Items

- | | | |
|--|--------------------------|-------------------|
| <p>3. Authorization to Accept Grant for SCAG 2017 Disadvantaged Communities Planning Initiative and Approve Notice of Exemption
<i>(Kome Ajise, Director of Planning)</i></p> <p>Recommended Action: SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-1 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Disadvantaged Communities Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-2. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.</p> | <p>Attachment</p> | <p>168</p> |
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| <p>4. Authorization to Accept Grant for Exposition Park Active Transportation Plan and to Approve Notice of Exemption
<i>(Kome Ajise, Director of Planning)</i></p> <p>Recommended Action: SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-3 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the Exposition Park Active Transportation Plan, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-4. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.</p> | <p>Attachment 178</p> |
| <p>5. Authorization to Accept Grant for SCAG 2017 Local Active Transportation Planning Initiative and Approve Notice of Exemption
<i>(Kome Ajise, Director of Planning)</i></p> <p>Recommended Action: SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-5 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Local Active Transportation Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-6. The Energy and Environment Committee previously recommended approval at their February 1, 2018 meeting.</p> | <p>Attachment 189</p> |
| <p>6. Authorization to Manage Grant for SCAG 2017 Safety and Encouragement Campaign (Phase 2), and Approve Notice of Exemption
<i>(Kome Ajise, Director of Planning)</i></p> <p>Recommended Action: SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-7 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Safety and Encouragement Campaign (Phase 2), subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-8. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.</p> | <p>Attachment 202</p> |

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| 7. Minutes of the February 1, 2018 Meeting | Attachment | 212 |
| 8. SCAG Memberships and Sponsorships | Attachment | 218 |
| 9. 2018 State and Federal Legislative Priorities | Attachment | 220 |
| 10. AB 1759 (McCarty) – General Plans: Housing Element: Production Report: Withholding of Transportation Funds | Attachment | 225 |
| 11. SCR 90 (Roth) – Joseph Tavaglione Interchange | Attachment | 228 |

Receive and File

- | | | |
|--|-------------------|------------|
| 12. Purchase Orders more than \$5,000 but less than \$200,000; Contracts more than \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000 | Attachment | 229 |
| 13. Augmented 2017 Regional Active Transportation Program: Status Update | Attachment | 235 |
| 14. State and Federal Legislative Monthly Update | Attachment | 239 |

CFO MONTHLY REPORT

(Basil Panas, Chief Financial Officer)

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FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

The next regular meeting of the EAC is scheduled for Thursday, April 5, 2018 at the Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 1
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hasan Ikhata, Executive Director; ikhata@scag.ca.gov
(213) 236-1800

A handwritten signature in blue ink, appearing to read "Hasan Ikhata", is written over the "APPROVAL" text.

Subject: Metropolitan Planning Agreements

RECOMMENDED ACTION:

Authorize the Executive Director or his designee to finalize and execute the Metropolitan Planning Agreements.

EXECUTIVE SUMMARY:

SCAG first executed Metropolitan Planning Agreements in 2007 as required by federal regulations. These agreements between SCAG, the county transportation commissions (CTCs), and their respective transit operators, specify mutual responsibilities in carrying out the metropolitan transportation planning process. Revisions to the agreements are needed to reflect the latest federal requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act, and associated rulemaking. SCAG has reviewed the revised agreements (as reflected in the Memoranda of Understanding attached to this report) with all of the CTCs, and to date the agreements have been approved by the Imperial County Transportation Commission (ICTC), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA). Staff continues to work in partnership with the CTCs and operators to secure approval from all of the signatory agencies. The recommended action would allow the Executive Director to make further minor revisions as needed, based on input from transit operators, before finalizing and executing the agreements.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective E: Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

BACKGROUND:

In 2007, SCAG established Metropolitan Planning Agreements with the county transportation commissions (CTCs) and transit operators in the region. The regulatory basis for the Metropolitan Planning Agreements is found in the Metropolitan Transportation Planning Final Rule issued by the

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) (see 23 CFR 450.314(a)), which states:

The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA....The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

These agreements acknowledge the role of the CTCs within the SCAG region for countywide planning and programming, and specify that the CTCs will coordinate with the transit operators in their respective county to ensure that transit projects, plans and programs are recommended to SCAG for inclusion in the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). SCAG maintains the Regional Transit Technical Advisory Committee (RTTAC) as a forum for transit operators and the CTCs to participate in the metropolitan planning process.

Since the agreements were first executed in 2007, there have arisen several new federal requirements that must be incorporated, including the federal rulemaking to implement the performance-based planning provisions from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. There are also issues that have arisen through the FTA's Triennial Review process and identified in FTA Circulars. Additionally, the Imperial County Transportation Commission (ICTC) did not exist in 2007, therefore a new agreement was created for ICTC.

The revised agreements include two new sections that address the annual listing of projects and the development of the RTP/FTIP financial plan, which are federal requirements put in place just after the 2007 agreements were first executed. The region currently already fulfills these requirements, however pursuant to the Final Rule they must be explicitly incorporated into the agreements.

The revised agreements also include three new sections that address the new MAP-21 and FAST Act requirements for performance-based planning. The proposed additions incorporate text taken directly from the applicable Final Rules, while providing for flexibility in how the requirements will be implemented. The requirements involve the development of written provisions for cooperatively developing and sharing information related to transportation performance data and the selection and reporting of performance targets.

Another new section addresses the FTIP public participation process in relation to the FTA Section 5307 program of projects (POP) requirements. Transit operators may choose to rely on SCAG's FTIP public participation process to satisfy the requirement for public participation in developing the Section 5307 POP. SCAG incorporates in the FTIP document(s) explicit statements reflecting that

public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2017-2018 Overall Work Program (140.0121.01 Transit Planning).

ATTACHMENTS:

1. Memorandum of Understanding By and Between the Southern California Association of Governments and Imperial County Transportation Commission
2. Memorandum of Understanding Among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators
3. Memorandum of Understanding By and Between the Southern California Association of Governments and Orange County Transportation Authority
4. Memorandum of Understanding Among the Southern California Association of Governments, the Riverside County Transportation Commission, and the Riverside County Transit Operators
5. Memorandum of Understanding Among the Southern California Association of Governments, the San Bernardino County Transportation Authority, Omnitrans, and Victor Valley Transit Authority
6. Memorandum of Understanding Among the Southern California Association of Governments, the Ventura County Transportation Commission, and Ventura County Transit Operators
7. Memorandum of Understanding Between the Southern California Association of Governments and Southern California Regional Rail Authority

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Memorandum of Understanding (MOU)
By and Between the Southern California Association of Governments (SCAG) and
Imperial County Transportation Commission (ICTC)

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Imperial County Transportation Commission (ICTC), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. ICTC and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP), pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532 and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080 (b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in five other counties in the region, including County Transportation Commissions (CTCs) and transit operators;

WHEREAS, in 2009, the Imperial County Transportation Commission (ICTC) was established pursuant to Senate Bill 607 (Ducheny) and amended by Senate Bill 1318 (Lowenthal);

WHEREAS, SCAG now seeks to enter into a Memorandum of Understanding with ICTC to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, ICTC is a County Transportation Commission created pursuant to Public Utilities Code Section 132800 and is charged pursuant thereto for approval of all projects in Imperial County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Imperial County;

WHEREAS, ICTC, branded as Imperial Valley Transit, provides transit service within Imperial County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 **SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 **ICTC's County Transportation Commission Role:** ICTC is responsible for continuous, comprehensive and coordinated transportation and transit planning, and project implementation within Imperial County. These responsibilities include but are not limited to the development and adoption of the County Transportation Improvement Program (TIP) for Imperial County, development of corridor and sub-regional studies, short and long range transit planning and allocation of transit funds in Imperial County. ICTC is also responsible for ensuring that the Imperial County transit projects, plans and programs identified in ICTC's Congestion Management Program (CMP) and through other activities and the County TIPs for Imperial County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.
- 1.3 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.4 Coordination Process: SCAG shall engage in a consultative process with ICTC, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for ICTC, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
- c. ICTC agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP updates.
- d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- e. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
- f. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and

information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).

- g. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
- h. To aid in the planning process, ICTC shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
- i. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
- j. ICTC may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statements reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 **Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.
- 2.2 **Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.
- 2.3 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property,

any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

- 2.4 Termination:** Any party may terminate this MOU upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety day period.
- 2.5 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.6 Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.
- 2.7 Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Executive Director
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

- 2.8 Effective Date:** This MOU shall be effective on the date (meaning the last date indicated below) all parties have fully executed this MOU.
- 2.9 Execution of Agreement or Amendments:** This MOU, or any amendment related

thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Imperial County Transportation Commission ("ICTC")

By: _____ Date: _____
Mark Baza
Executive Director

Approved as to Form:

_____ Date: _____
Eric Havens, Deputy County Counsel

Memorandum of Understanding
Among the Southern California Association of Governments, the Los Angeles County
Metropolitan Transportation Authority, and Los Angeles County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (Metro), and Los Angeles County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Los Angeles County Transit Operators include the transit operators and paratransit operator operating in Los Angeles County, and are collectively referred to herein as the “Transit Operators.” SCAG, Metro, and Transit Operators are referred to herein individually as a “Party” and collectively as the “Parties.”

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 et seq.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and Transit Operators (referred to herein as "2007 MOUs");

WHEREAS, SCAG now seeks to update and enter into a new Memoranda of Understanding to supersede and replace the 2007 MOU. This MOU reflects the most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Regulations Section 450.314;

WHEREAS, Metro is a County Transportation Commission created pursuant to Public Utilities

Code Section 130050 and is charged pursuant thereto for approval of all projects in Los Angeles County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Los Angeles County;

WHEREAS, Metro is the regional transit operator for Los Angeles County, created pursuant to Public Utilities Code section 130050; and the undersigned Transit Operators set forth in Exhibit "A," provide transit service within Los Angeles County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rulemaking.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 Metro's County Transportation Commission Role:** Metro is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Los Angeles County. These responsibilities include but are not limited to the development and adoption of the Long Range Transportation Plan (LRTP) and County Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and for allocating transit funds to Los Angeles County transit operators. Metro will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. Metro is also responsible for ensuring that the transit projects, plans and programs identified in Metro's LRTP and County TIPs for Los Angeles County are recommended to SCAG for inclusion in the RTP/SCS, FTIP, and regional transportation studies.
- 1.3 Transit Operators' Role:** Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs and submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.
- 1.4 Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each Party shall comply with the requirements and any successors thereto,

referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 Coordination Process: SCAG shall engage in a consultative process with Metro and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the Parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for Metro, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
- c. Metro agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
- d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- e. Metro and Transit Operators, with the exception of Access Services Inc., will participate in the Bus Operations Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and

- regional transportation planning process.
- f. Access Services Incorporated (ASI), the Consolidated Transportation Services Agency for Los Angeles County and the administrator of the Los Angeles County Coordinated Paratransit Plan, shall participate in the Local Transit Service Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - g. Metro and Transit Operator general managers shall participate in the General Manager's Group or any successor group as a forum for executive coordination, ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - h. Metro shall provide Transit Operators the opportunity to include projects in the LRTP and TIP for Los Angeles County. Projects and programs adopted by the Metro Board in the Los Angeles County LRTP and TIP shall be submitted to SCAG and recommended for inclusion in the RTP/SCS and FTIP, respectively.
 - i. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
 - j. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
 - k. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
 - l. To aid in the planning process, Metro and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report required under 49 CFR 625.55, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 and any successors thereto.
 - m. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
 - n. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public

participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 Term of Agreement:** This MOU shall be effective as to each Party on the date such Party executes this MOU, and continues in full force until such Party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.
- 2.2 Drafting:** This MOU has been prepared by all Parties and has been reviewed and endorsed by each.
- 2.3 Amendments:** This MOU may be amended only by the execution by all Parties of a written amendment.
- 2.4 Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each Party shall indemnify, defend and hold each of the other Parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying Party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified Party (Indemnitee).
- 2.5 Withdrawal:** Any Party may withdraw from this MOU upon ninety (90) days written notice to each Party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the Parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the Party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any Party.

2.6 Jurisdiction and Venue: This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.7 Non-assignment: No Party may assign this MOU, or any part thereof, without the written consent of each Party to this MOU.

2.8 Notice: Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other Party by the Party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Los Angeles County Transit Operators (See Exhibit "A")

Each undersigned Party agrees to notify the other Parties of any changes to the address for receipt of Notices.

2.9 Order of Precedence: In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

2.10 Execution of Agreement or Amendments: This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Los Angeles County Metropolitan Transportation Authority (“Metro”)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Antelope Valley Transit Authority

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Arcadia Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Beach Cities Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Claremont Dial-A-Ride

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Commerce Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

The City of Culver City

Culver City Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Foothill Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Gardena Municipal Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

La Mirada Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Los Angeles Department of Transportation (LADOT)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Long Beach Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Montebello Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Norwalk
Norwalk Transportation Department

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Santa Clarita/Santa Clarita Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Santa Monica Big Blue Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

**City of Torrance,
a Municipal Corporation**

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Access Services, Incorporated

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A
Los Angeles County Transit Operators

Executive Director Antelope Valley Transit Authority 42210 6th Street West Lancaster, CA 93534	Community Services Director La Mirada Transit 13700 La Mirada Bl. La Mirada, CA 90638
Assistant City Manager Arcadia Transit PO Box 60021 Arcadia, CA 91066	General Manager LADOT 100 S. Main St., 10 th Floor Los Angeles, CA 90012
Transit Manager Beach Cities Transit 415 Diamond St. Redondo Beach, CA 90277	President and CEO Long Beach Transit PO Box 731 Long Beach, CA 90801
Director of Community Services Claremont Dial-A-Ride 207 Harvard Ave. Claremont, CA 91711	Director of Transportation Montebello Bus Lines 400 S. Taylor Ave. Montebello, CA 90640
Director Commerce Bus Lines 2535 Commerce Way Commerce, CA 90040	Director of Transportation Norwalk Transit Systems 12650 E. Imperial Hwy. Norwalk, CA 90650
Transportation Director Culver City Bus 4343 Duquesne Av. Culver City, CA 90232	City Manager Santa Clarita Transit 28250 Constellation Rd Santa Clarita, CA 91355
Executive Director Foothill Transit 100 N. Barranca Av., Suite 100 West Covina, CA 91791	City Manager City of Santa Monica 1685 Main Street Room 209 Santa Monica, California 90407-2200
Director of Transportation Gardena Municipal Bus Lines 15350 S. Van Ness Ave. Gardena, CA 90249	General Manager Torrance Transit 20500 Madrona Ave. Torrance, CA 90503
	Executive Director Access Services Incorporated 707 Wilshire Blvd. Suite 9 AON Building Los Angeles, CA 90017

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**Memorandum of Understanding
By and Between the Southern California Association of Governments and Orange
County Transportation Authority**

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Orange County Transportation Authority (OCTA), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. OCTA and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532 and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP/SCS in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding with the region's CTCs and transit providers to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314(a), which requires SCAG and the above mentioned providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP/SCS and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, OCTA is a County Transportation Commission created pursuant to Public Utilities Code Section 130052 *et seq.* and is charged pursuant thereto for approval of all projects utilizing federal and state highway and transit funds and is responsible for transportation programming and representing Orange County in the metropolitan transportation planning process;

WHEREAS, transportation agencies in Orange County, California are consolidated into a single, countywide transportation agency to promote collaborative multimodal transportation planning of highways, roads, transit and rail services, and unify transportation decision making;

WHEREAS, OCTA (formerly known as Orange County Transportation Commission) is known as the consolidated transit and transportation agency in Orange County;

WHEREAS, SCAG and OCTA entered into a 1979 Memorandum of Understanding for the purpose of defining the roles and relationships in meeting the transportation planning and programming responsibilities;

WHEREAS, SCAG and OCTA additionally entered into a 1980 Memorandum of Understanding for the purpose, in part, of assuring cooperative, effective, and coordinated transit planning and programming;

WHEREAS, OCTA and four other CTCs in the SCAG region are members of a Joint Powers Authority that oversee implementation and operation of the Metrolink System in the SCAG region;

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the regional transportation planning requirements and to utilize this MOU to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** The Parties recognize SCAG as the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 County Transportation Commission Role:** The Parties recognize OCTA is responsible for submitting Orange County's long- and short-range transportation projects, policies and actions for inclusion in the RTP/SCS and for approving all Orange County projects utilizing federal and state highway and transit funds..

- a. OCTA is responsible for preparing transit studies, transit capital and operating needs and ensuring that transit operators in Orange County participate in the transportation planning and programming processes, including the development of corridor and sub-regional studies, and in the development of short range and long range county transportation plans and programs.
- b. OCTA, in coordination with SCAG and the state Department of Transportation, is responsible for preparing short range transportation improvement programs (short range TIPs) for Orange County, pursuant to Pub. Util. Code Section 130303 and 130304, and long-range expenditure plans, as applicable, in accordance with Pub. Util. Code Section 130303.1.
- c. In developing the county plans, OCTA shall ensure that the transit capital and operating needs are considered in developing countywide transportation plans and short range TIPs, and in funding countywide transit programs. OCTA is also responsible for ensuring that the transit projects, plans and programs identified in the countywide planning process and in the short range TIPs are recommended to SCAG for inclusion in the RTP/SCS and FTIP, respectively, and regional transportation planning studies.

1.3 Certifications and Assurances. In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.4 Coordination Process: SCAG shall engage in a consultative process with OCTA, in accordance with applicable federal and state laws and regulations, and successors

thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice to the Parties of the opportunity to comment on its Draft RTP/SCS and Draft FTIP and the opportunity to participate in Overall Work Program development.
- b. SCAG shall provide OCTA and other CTCs the opportunity to propose priority order for projects to be listed in a financially constrained Transportation Improvement Program and to coordinate with SCAG in the development of the RTP/SCS and FTIP.
- c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for OCTA and other CTCs and transit operators to participate in the metropolitan transportation planning process.
- d. OCTA agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
- e. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
- g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
- h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
- i. To aid in the planning process, OCTA and other transit operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
- j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).

- k. Transit operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 Drafting:** This MOU has been prepared by the Parties and has been reviewed and endorsed by each.
- 2.2 Amendments:** This MOU may be amended only by the execution by the Parties of a written amendment.
- 2.3 Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of responsibilities in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents, employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).
- 2.4 Termination:** Any party may terminate this Memorandum of Understanding upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety day period.
- 2.5 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.6 Non-assignment:** No party may assign this MOU, or any part thereof, without the written

consent of each party to this MOU.

- 2.7 Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Chief Executive Officer
Orange County Transportation Authority
550 South Main St. P.O. Box 14184
Orange, California 92863-1584

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

- 2.8 Effective Date:** This MOU shall be effective on the date (meaning the last date indicated below) all parties have fully executed this MOU. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

- 2.9 Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Orange County Transportation Authority ("OCTA")

By: _____ Date: _____
Darrell Johnson
Chief Executive Officer

Approved as to Form:

_____ Date: _____

**Memorandum of Understanding
Among the Southern California Association of Governments, the Riverside
County Transportation Commission, and the Riverside County Transit Operators**

This Memorandum of Understanding (MOU), is entered into and effective this ____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Riverside County Transportation Commission (RCTC), and the Riverside County Transit Operators to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Riverside County Transit Operators provide transit service in Riverside County, and are collectively referred to herein as the "Transit Operators." SCAG, RCTC and the Riverside County Transit Operators are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, RCTC is a County Transportation Commission created pursuant to Public Utilities Code Section 130053 and is charged pursuant thereto with recommendation and approval of all projects within Riverside County utilizing federal and state highway and transit funds and is responsible for transportation programming and short range planning within its jurisdiction;

WHEREAS, RCTC and four other CTCs in the SCAG region are members of a Joint Powers Authority that oversee implementation and operation of the Metrolink System in the SCAG region;

WHEREAS, SCAG and the South Coast Air Quality Management District entered into a

Memorandum of Understanding dated December 2, 1999, for coordination of air quality planning roles and responsibilities;

WHEREAS, the undersigned Transit Operators set forth in Exhibit "A" provide transit service within Riverside County; and

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced federal and state rules and regulations, cooperative procedures for carrying out the metropolitan transportation planning process and to utilize this MOU to fulfill the requirements of 23 CFR 450.314 and any successors thereto, and as may be subject to any final, adopted federal regulations.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 **SCAG's Role:** SCAG is an agency with responsibility for comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 **RCTC's County Transportation Commission Role:** RCTC is responsible for continuing, comprehensive and coordinated transportation planning and project implementation within Riverside County. These responsibilities include but are not limited to preparation and adoption of the Short-Range Transportation Improvement Program (TIP) and any updates for Riverside County, and for allocating transit funds to the Transit Operators. The Parties further recognize that RCTC may prepare a Long-Range Transportation Plan (LRTP) for Riverside County. In accordance with applicable federal and state law, RCTC shall coordinate with SCAG and the Transit Operators in meeting its transportation planning responsibilities. RCTC shall consider the Transit Operators' capital and operating needs and recommendations in developing the LRTP and Short-Range TIP for Riverside County. RCTC is also responsible for coordinating to ensure that the transit projects, plans and programs identified in RCTC's LRTP and Short-Range TIPs for Riverside County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.
- 1.3 **Transit Operator's Role:** The Transit Operators are responsible for coordinating with RCTC regarding their capital and operating needs and providing recommendations regarding RCTC's LRTP and Short-Range TIP.
- 1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 **Coordination Process:** SCAG shall engage in a consultative process with RCTC and the Transit Operators, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in carrying out the metropolitan transportation planning process.

- a. SCAG shall provide timely notice to the other parties of the opportunity to comment on its Draft RTP and Draft FTIP and the opportunity to participate in Overall Work Program development and implementation.
- b. SCAG shall provide RCTC the opportunity to propose projects to be listed in the FTIP and to actively participate in the development of the RTP and FTIP.
- c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for RCTC and other CTCs and transit operators to participate in the metropolitan transportation planning process.
- d. RCTC agrees to participate in SCAG's Technical Working Group, or any successor group established, to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP.
- e. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- f. RCTC shall provide the Transit Operators the opportunity to propose projects for inclusion in RCTC's Short-Range TIP and LRTP for Riverside County.
- g. Projects and programs adopted as part of RCTC's LRTP and Short-Range TIP shall be submitted to SCAG and recommended for inclusion in the RTP and FTIP, respectively.
- h. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.

- i. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
- j. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii) and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
- k. To aid in the planning process, RCTC and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 .
- l. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
- m. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

Section 2

General Provisions

- 2.1 Term of Agreement:** This MOU shall be effective as to each party on the date such party executes this MOU, and continues in full force until such party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.
- 2.2 Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.
- 2.3 Amendments:** This MOU may be amended only by the execution by all parties of a

written amendment.

- 2.4 Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents, employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).
- 2.5 Withdrawal:** Any party may withdraw from this MOU upon ninety (90) days written notice to each party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the party claimed to have defaulted cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any party.
- 2.6 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.7 Non-assignment:** No party may assign this Memorandum of understanding, or any part thereof, without the written consent of each party to this MOU.
- 2.8 Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Executive Director
Riverside County Transportation Commission
4800 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Riverside County Transit Operators (See Exhibit "A")

Each undersigned party agrees to notify the other parties of any changes to the address

for receipt of Notices.

- 2.9 Order of Precedence:** In the event of a conflict between and among this MOU, the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit A

- 2.10 Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG"):

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Riverside County Transportation Commission (“RCTC”):

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

SunLine Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Riverside Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Riverside:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Corona:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Banning:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Beaumont:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Palo Verde Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A
Riverside County Transit Operators

General Manager SunLine Transit Agency 32-505 Harry Oliver Trail Thousand Palms, CA 92276
General Manager Riverside Transit Agency 1825 Third Street Riverside, CA 92507
City Manager City of Riverside 3900 Main Street, 7th. Floor Riverside, CA 92522
City Manager City of Corona 400 S. Vicentia Avenue Corona, CA 92882-2187
City Manager City of Banning 99 E. Ramsey Street Banning, CA 92220
City Manager City of Beaumont 550 E. Sixth Street Beaumont, CA 92223
General Manager Palo Verde Transit Agency 415 North Main Street Blythe, CA 92225

SBCTA Contract 18-1001887

**Memorandum of Understanding
Among the Southern California Association of Governments, the
San Bernardino County Transportation Authority, Omnitrans, and Victor Valley Transit
Authority**

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), San Bernardino County Transportation Authority (SBCTA), Omnitrans, and Victor Valley Transit Authority (VVTa) to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. SCAG, SBCTA, Omnitrans, and VVTa, collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for

information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314(a), which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, the SBCTA is a County Transportation Commission created pursuant to Public Utilities Code Section 130800 *et seq.* and is charged pursuant thereto for approval of all projects utilizing federal and state highway and transit funds and responsible for transportation

programming and short range transportation planning for San Bernardino County, and is the Congestion Management Agency pursuant to Government Code Section 65088 *et seq.* responsible for updating the Congestion Management Program for San Bernardino County;

WHEREAS, Omnitrans is a Joint Powers Agency created pursuant to Section 6503.5 of the California Government Code to provide public transit service within the urbanized San Bernardino Valley portion of San Bernardino County and which desires to enter into an agreement with SCAG and SBCTA to specify its role in transportation planning and programming and the congestion management process;

WHEREAS, VVTA is a Joint Powers Agency created pursuant to Section 6503.5 of the California Government Code to provide public transit service within the urbanized Victor Valley, and unurbanized areas of Adelanto and Barstow portion of San Bernardino County and which desires to enter into an agreement with SCAG and SBCTA to specify its role in transportation planning and programming and the congestion management process;

WHEREAS, SCAG and SBCTA entered into a 1979 Memorandum of Understanding for the purpose of defining the roles and relationships in meeting the transportation planning and programming responsibilities; and

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the metropolitan transportation planning requirements and to utilize this agreement to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final adopted federal regulations.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** The Parties recognize SCAG is the agency with overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 County Transportation Commission Role:** The Parties recognize SBCTA is responsible for preparing the short and long range county transportation plans, programming state and federal transit funds and updating the congestion management program within San Bernardino County.

In developing the county plans, SBCTA is responsible to ensure that the transit capital and operating needs identified in short range transit plans or through other transit plans are considered in developing countywide transportation plans and in funding countywide transit programs. SBCTA is also responsible for ensuring that the transit projects, plans and programs identified in the countywide transportation planning and congestion management process are recommended to SCAG for inclusion in the regional transportation planning studies, the FTIP, and in the development of the RTP.

1.3 Transit Operator Role: Omnitrans and VVTA, in coordination with SBCTA, shall prepare biennially a short range transit plan which includes transit studies, transit capital and operating needs for a five-year period. Omnitrans and VVTA shall participate in the SBCTA transportation planning process, including the development of corridor and sub-regional studies, the development of short range and long range county transportation plans and the updating of the congestion management program.

1.4 Coordination Process: SCAG shall engage in a consultative process with SBCTA, Omnitrans and VVTA, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in carrying out the metropolitan transportation planning process.

- a. SCAG shall provide the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall provide SBCTA, in consultation with Omnitrans and VVTA, the opportunity to submit information, including but not limited to project scope, cost, schedule and revenue assumptions that support the proposed priority order for projects, necessary for the development of the RTP and FTIP financial plans.
- c. SCAG shall continue to maintain the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for SBCTA, Omnitrans and VVTA to participate in the metropolitan transportation planning process.
- d. SBCTA, Omnitrans and VVTA agree to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP.
- e. The Executive Officers of SCAG and SBCTA shall continue to meet regularly with the Executive Officers of the other county transportation commissions to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
- g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS

- and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
- h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
 - i. To aid in the planning process, SBCTA, Omnitrans and VVTA shall make available to SCAG their Transit Asset Management Plans and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
 - j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
 - k. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement and sufficient details reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

1.5 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment

- e. opportunity program on Federal and Federal-aid highway construction contracts; The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Section 2

General Provisions

- 2.1 Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.
- 2.2 Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.
- 2.3 Termination:** Any party may terminate this MOU upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party claimed to have defaulted cures the default in its performance within the ninety day period. SCAG shall notify FTA of the termination of this MOU by any party.
- 2.4 Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party to this MOU shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).
- 2.5 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such

laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

- 2.6 Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.
- 2.7 Notice:** Any notice or notices required or permitted to be given pursuant to this agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, California 90017

Executive Director
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

General Manager/Chief Executive Officer
Omnitrans
1500 West 5th Street
San Bernardino, CA 92411

Executive Director
Victor Valley Transit Authority
17150 Smoke Tree St.
Hesperia, CA 92345

Each undersigned party agrees to notify the other parties of any changes to the address for receipt of Notices.

- 2.8 Effective Date:** This Agreement shall be effective on the date (meaning the last date indicated below) all parties have fully executed this Agreement. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU among the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.
- 2.9 Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a

manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

San Bernardino County Transportation Authority (“SBCTA”)

By: _____ Date: _____
Alan Wapner
Board President

Approved as to Form:

_____ Date: _____
Eileen Monaghan Teichert
SBCTA General Counsel

Omnitrans

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Victor Valley Transit Authority (“VVTa”)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

**Memorandum of Understanding
Among the Southern California Association of Governments, the Ventura
County Transportation Commission, and Ventura County Transit Operators**

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), Ventura County Transportation Commission (VCTC), and Ventura County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Ventura County Transit Operators include the transit operators and paratransit operator operating in Ventura County, and are collectively referred to herein as the "Transit Operators." SCAG, VCTC and Transit Operators are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available

revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, VCTC is a County Transportation Commission created pursuant to Public Utilities Code section 130050 and is charged pursuant thereto for approval of all projects in Ventura County utilizing federal and state highway and transit funds and is responsible for transportation

programming and long and short range transportation planning in Ventura County;

WHEREAS, VCTC and the undersigned Transit Operators set forth in Exhibit “A” provide transit service within Ventura County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 VCTC's County Transportation Commission Role:** VCTC is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Ventura. These responsibilities include but are not limited to the development and adoption of the County Transportation Improvement Program (TIP) for Ventura County, development of corridor and sub-regional studies, and for allocating transit funds to Ventura County transit operators. VCTC will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. VCTC is also responsible for ensuring that the Ventura County transit projects, plans and programs identified in VCTC's Congestion Management Program (CMP) and through other activities and the County TIPs for Ventura County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.
- 1.3 Transit Operators' Role:** Transit Operators are responsible for coordinating with VCTC regarding their capital and operating needs and providing recommendations regarding VCTC's CMP and County TIP.
- 1.4 Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA “Metropolitan Transportation Planning Process Certification”) submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 Coordination Process: SCAG shall engage in a consultative process with VCTC and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for VCTC, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
- c. VCTC agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP updates.
- d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- e. VCTC shall ensure that Transit Operators' plans, programs, studies and other issues are integrated into the county and regional transportation planning process. VCTC shall provide Transit Operators the opportunity to propose projects for inclusion in VCTC's TIP and CMP. Projects and programs adopted by the VCTC in the Ventura County TIP and CMP shall be submitted to SCAG and recommended for inclusion in the FTIP and RTP, respectively.
- f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program

- year, in accordance with 23 CFR 450.334.
- g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
 - h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
 - i. To aid in the planning process, VCTC and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
 - j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
 - k. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

Section 2

General Provisions

- 2.1 Term of Agreement:** This MOU shall be effective as to each party on the date such party executes this MOU, and continues in full force until such party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

- 2.2 Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.
- 2.3 Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.
- 2.4 Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).
- 2.5 Withdrawal:** Any party may withdraw from this MOU upon ninety (90) days written notice to each party, providing that the notice of withdrawal sets forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any party.
- 2.6 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.7 Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.
- 2.8 Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Executive Director
Ventura County Transportation Commission
950 County Square Drive #207
Ventura, California 93003

Ventura County Transit Operators (See Exhibit "A")

Each undersigned party agrees to notify the other parties of any changes to the address for receipt of Notices.

- 2.9 Order of Precedence:** In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

- 2.10 Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Ventura County Transportation Commission (“VCTC”)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Gold Coast Transit District

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Simi Valley, A Municipal Corporation

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Ojai

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Camarillo

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Moorpark

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Thousand Oaks

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

County of Ventura

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A

Ventura County Transit Operators

Executive Director
Ventura County Transportation Commission/VCTC Intercity/Valley Express
950 County Square Drive
Ventura, CA 93003

General Manager
Gold Coast Transit District
301 E. Third St.
Oxnard, CA 93030-6048

City Manager
City of Simi Valley Transit
City Hall
2929 Tapo Canyon Road
Simi Valley, CA 93063

City Manager
City of Ojai Transit/Ojai Trolley
Ojai City Hall
401 S. Ventura Street
Ojai, CA 93023

City Manager
City of Camarillo/Camarillo Area Transit
City Hall
601 Carmen Drive
Camarillo, California 93010

City Manager
City of Moorpark/Moorpark City Transit
City Hall
401 S. Ventura Street
Ojai, CA 93023

City Manager
City of Thousand Oaks/Thousand Oaks Transit
City Hall
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

County Executive Officer
County of Ventura/Kanan Shuttle
800 S. Victoria Avenue
Ventura, CA 93009

**Memorandum of Understanding
Between the Southern California Association of Governments and Southern
California Regional Rail Authority**

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Southern California Regional Rail Authority (SCRRA), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. SCRRA and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, or its successor, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State, and providers of public transportation, including CTCs and affected transit operators in the region, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, SCRRA is a Joint Powers Authority created pursuant to Public Utilities Code Section 130255 to plan, design, construct and administer the operation of Metrolink commuter rail service serving the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura in the SCAG region;

WHEREAS, SCRRA is a public transit operator providing Metrolink commuter rail service in the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura in the SCAG region;

WHEREAS, five CTCs in the SCAG region: Los Angeles County Metropolitan Transportation Authority (LACMTA); Orange County Transportation Authority (OCTA); Riverside County Transportation Commission (RCTC); San Bernardino County Transportation Authority (SBCTA); and Ventura County Transportation (VCTC) are member agencies of the SCRRA;

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the metropolitan transportation planning requirements and to utilize this MOU to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** SCAG is the agency with overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state law these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 County Transportation Commission Role:** The Parties recognize SCRRA's five member agencies are responsible for preparing the short and long range county transportation plans and for programming state and federal transit funds within the five counties.
- a. SCRRA member agencies are each responsible for preparing a short range transit plan which includes transit studies, transit capital and operating needs and ensuring that transit operators in each county participate in the transportation planning processes, including the development of corridor and sub-regional studies, and long range county transportation plans.
 - b. SCRRA shall coordinate with its member agencies to ensure that their transit capital and operating needs identified in short range transit plans or through other transit plans are considered in developing countywide transportation plans and in funding countywide transit programs. SCRRA and its member agencies are also responsible for ensuring that the transit projects, plans and programs identified in the countywide planning process are recommended to SCAG for inclusion in the regional transportation planning studies and in the development of the RTP and FTIP.

- 1.3 Certifications and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:
- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
 - b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - c. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- 1.4 SCRRA Role:** The Parties recognize that SCRRA participates in the LACMTA, OCTA, RCTC, SBCTA and VCTC transportation planning processes, including the development of corridor and sub-regional studies, the development of short range and long range county transportation plans and the update of the congestion management program.
- 1.5 Coordination Process:** SCAG shall engage in a consultative process with SCRRA, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.
- a. SCAG shall provide SCRRA timely notice of the opportunity to comment on Overall Work Program development.
 - b. SCRRA shall coordinate with its member agencies to propose projects to be listed in a financially constrained County Transportation Improvement Program and to actively participate in the development of the RTP and FTIP.
 - c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for CTCs and transit

operators to participate to ensure that transit priorities meet the region's mobility and air quality goals.

- d. SCARRA agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function to ensure that local transportation projects, plans and programs are effectively integrated into the Regional Transportation Improvement Plan.
- e. The Executive Officers of SCAG and SCARRA shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
- g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
- h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii) and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
- i. To aid in the planning process, SCARRA shall make available to SCAG its Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
- j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
- k. Transit operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 Drafting:** This MOU has been prepared by the Parties and has been reviewed and endorsed by each.
- 2.2 Amendments:** This MOU may be amended only by the execution by the Parties of a written amendment.
- 2.3 Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of responsibilities in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of the indemnified party (Indemnitee).
- 2.4 Termination:** Any party may terminate this Memorandum of Understanding upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety-day period.
- 2.5 Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.6 Non-assignment:** No party may assign this Memorandum of understanding, or any part thereof, without the written consent of each party to this MOU.
- 2.7 Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Southern California Regional Rail Authority
One Gateway Plaza
Twelfth Floor
Los Angeles, California 90012

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

2.8 Effective Date: This MOU shall be effective on the date (meaning the last date indicated below) both Parties have fully executed this MOU. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.9 Execution of Agreement or Amendments: This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Southern California Regional Rail Authority (“SCRRA”)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____



REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 2
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Basil Panas, Chief Financial Officer, panas@scag.ca.gov
(213) 236-1817

Subject: Approval of the Fiscal Year 2018-19 Draft Comprehensive
Budget

RECOMMENDED ACTION:

It is recommended that the Regional Council: 1) Approve the Fiscal Year (FY) 2018-19 Draft Comprehensive Budget, which includes the Draft Overall Work Program (OWP), the General Fund Budget and Membership Assessment, the Indirect Cost Budget, and the Fringe Benefits Budget. 2) Authorize the release of the Draft OWP to initiate the 30-day public comment period, and transmit the General Fund Budget and Membership Assessment to the General Assembly in May 2018.

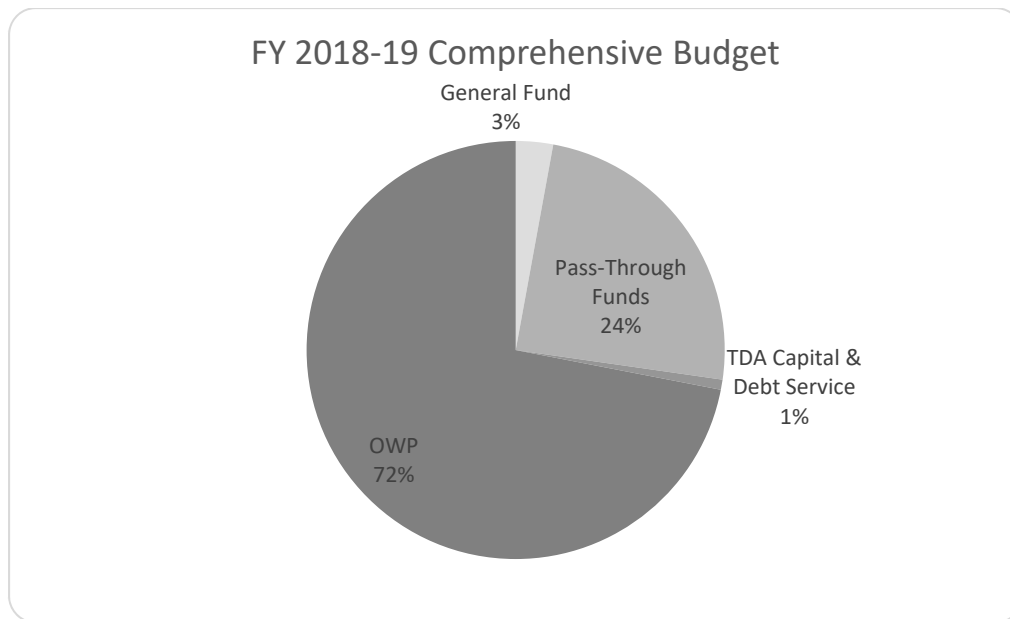
EXECUTIVE SUMMARY:

SCAG is required by federal and state law to develop the OWP Budget and the Indirect Cost Budget each year. Additionally, SCAG's Bylaws require the adoption of an annual budget. Staff has developed the FY 2018-19 Draft Comprehensive Budget that contains: the Draft Overall Work Program; the General Fund Budget and Membership Assessment; the Indirect Cost Budget; and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for approval on May 3, 2018. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval also in May.

The proposed FY 2018-19 Comprehensive Budget is \$89.6 million, which is \$ 37.2 million or 71% more than the amended FY 2017-18 Comprehensive Budget of \$52.4 million. Most of that increase results from \$21.6 million of FTA funds for which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects. Additionally, the proposed budget includes \$9.6 million of formula grant funds from Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017, \$2.8 million of Active Transportation Program funds, \$1.2 million of Caltrans Sustainable Communities Grants, and \$2.0 million of MSRC grant funds.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.


BACKGROUND:

As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual work program. The OWP represents a major part of the Comprehensive Budget and is primarily funded by federal and state transportation funds. The Comprehensive Budget also includes other federal and state grant funded programs, the General Fund budget, and the Indirect Cost and the Fringe Benefits budgets.

On January 24, 2018, SCAG held its annual OWP coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed FY 2018-19 work program and reported progress on major work initiatives for FY 2017-18.

On February 1, 2018, the Regional Council adopted SCAG's new Strategic Plan. The programs and projects in the proposed FY 2018-19 OWP are aligned to the new goals and objectives in the Strategic Plan.

DISCUSSION:

The proposed FY 2018-19 OWP budget is \$65.2 million. Next year's work program will focus on the following major strategic initiatives:

2020 RTP/SCS Development

- GHG Reduction Strategies
- Bottom-Up Local Review and Input Process
- Scenario Development & Environmental Justice Outreach
- Draft Program Environmental Impact Report (PEIR)

Transportation

- Process Amendment 3 to 2016 RTP/SCS
- Establish targets for remaining MAP-21 performance measures – Pavement and Bridge Condition; Travel Time Reliability; Freight, & CMAQ Program.

Transit/Rail

- Complete work on: LA-Orange Inter-County Connectivity Study, Transportation Demand Management Strategic Plan, and Regional Intelligent Transportation Systems (ITS) Architecture Update.
- Initiate work on: ADA Paratransit Demand Forecast, Integrated Passenger and Freight Rail Forecast, and Transit Asset Management (TAM) target setting for 2020 RTP/SCS.

Goods Movement & Transportation Finance

- Continue to engage with partner agencies to advance the East-West Freight Corridor including PSR completion.
- Continue urban delivery study and framework for a potential pilot project.
- Collaborate on implementation of FAST Act freight provisions and funding opportunities.
- Process amendments to 2016 RTP/SCS Financial Plan and draft Financial Plan for 2020 RTP/SCS.
- Continue refinement of key value pricing/transportation user fee initiatives, including Mobility Innovations & Incentives efforts.

Federal Transportation Improvement Program (FTIP)

- Process amendments and administrative modifications to 2017 FTIP.
- Prepare 2019 FTIP for Federal review and approval by December 2018.

Sustainability

- Continue work on Phase 1 and 2 of 2016 Sustainability Planning Grant Program.
- Conduct a call for projects for 2018 Sustainability Planning Grant Program.
- Commence work on a Regional Climate Adaptation Framework
- Continue providing Greenhouse Gas Reduction Fund assistance to local jurisdictions.
- Continue work on High Quality Transit Area (HQTAs)/Sustainable Communities Initiative.

Mobility Innovations

- Develop strategies for Electric Vehicle (EV) charging and vehicle deployment
- Expand support for SCAG Clean Cities Coalition conducting outreach to all 191 cities to assess fleet composition
- Proceed with Multi-MPO cooperative agreement & joint research program to evaluate impact of future technology on RTP/SCS development

Active Transportation & Public Health

- Draft Active Transportation Plan for 2020 RTP/SCS
- Manage ATP Cycle 4 for California/Regional, including a call for proposals in connection with the SPG Program for active transportation planning and non-infrastructure projects.
- Continue the Go Human Campaign and demonstration projects in the region.
- Prepare Public Health Appendix and Analysis for 2020 RTP/SCS.
- Continue to develop and promote utilization of Active Transportation Database.
- Administer grant funding and provide oversight for the implementation of local active transportation plans and projects.
- Implement ATP grant to develop a template and conduct six example plans or case studies for leveraging SCAG's planning, analysis and community outreach tools to develop active transportation plans in low-resourced communities.

Air Quality

- Obtain final transportation conformity determinations for 2019 FTIP and 2016 RTP/SCS Amendment 3; and draft conformity determination for 2020 RTP/SCS.

GIS Services, Data/Modeling Support

- Complete transportation model enhancement and validation for 2020 RTP/SCS.
- Complete 2019 Local Profiles for member agencies.
- Continue providing GIS services and the regional data warehouse to member agencies.

Economic & Job Creation

- Conduct Enhanced Infrastructure Financing Districts (EIFD)/Community Revitalization and Investment Authorities (CRIA) pilot studies and local trainings.

Future Communities Initiative

- Initiatives aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand, include: Regional Data Platform, Communities Grant Program, Research Study, Policy Labs, and Data Science Fellowship.

FISCAL IMPACT:

There is no immediate fiscal impact or budget action necessary as a result of the recommended actions. Staff will return to the Regional Council on May 3, 2018 to recommend adoption of the Final FY 2018-19 Comprehensive Budget.

ATTACHMENT:

FY 2018-19 Draft Comprehensive Budget

LINK TO DRAFT FY 2018-19 OWP AND PUBLIC COMMENT FORM:

<http://scag.ca.gov/about/Pages/DraftFY2018-2019OWP.aspx>



DRAFT
**Comprehensive
Budget** FISCAL YEAR 2018-2019

March 2018

Southern California Association of Governments

Comprehensive Budget

Fiscal Year 2018-19

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DRAFT Comprehensive Budget

FISCAL YEAR 2018-2019

SECTION I

Overview

Organization

Introduction

This document contains the Southern California Association of Governments' (SCAG) Comprehensive Budget for Fiscal Year 2018-19.

The annual budget for consists of:

- ***The Overall Work Program (OWP)***
A federal, state and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing and the environment.
- ***FTA Discretionary and Formula Grant Budget***
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- ***TDA Capital and Debt Service Budget***
A budget for the local transportation funds that the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties allocate to SCAG as the multi-county planning agency for the region.
- ***The General Fund (GF)***
A budget that utilizes Association members' dues for activities not eligible for federal and state funding.
- ***The Indirect Cost Budget (IC)***
The budget for the administrative and operations support of the Association.
- ***The Fringe Benefits Budget (FB)***
The budget for the fringe benefits and leave time of Association employees.

Organization

SCAG Organization

The Southern California Association of Governments (SCAG), founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues.

Under the guidance of the Regional Council and in collaboration with its partners, SCAG's mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

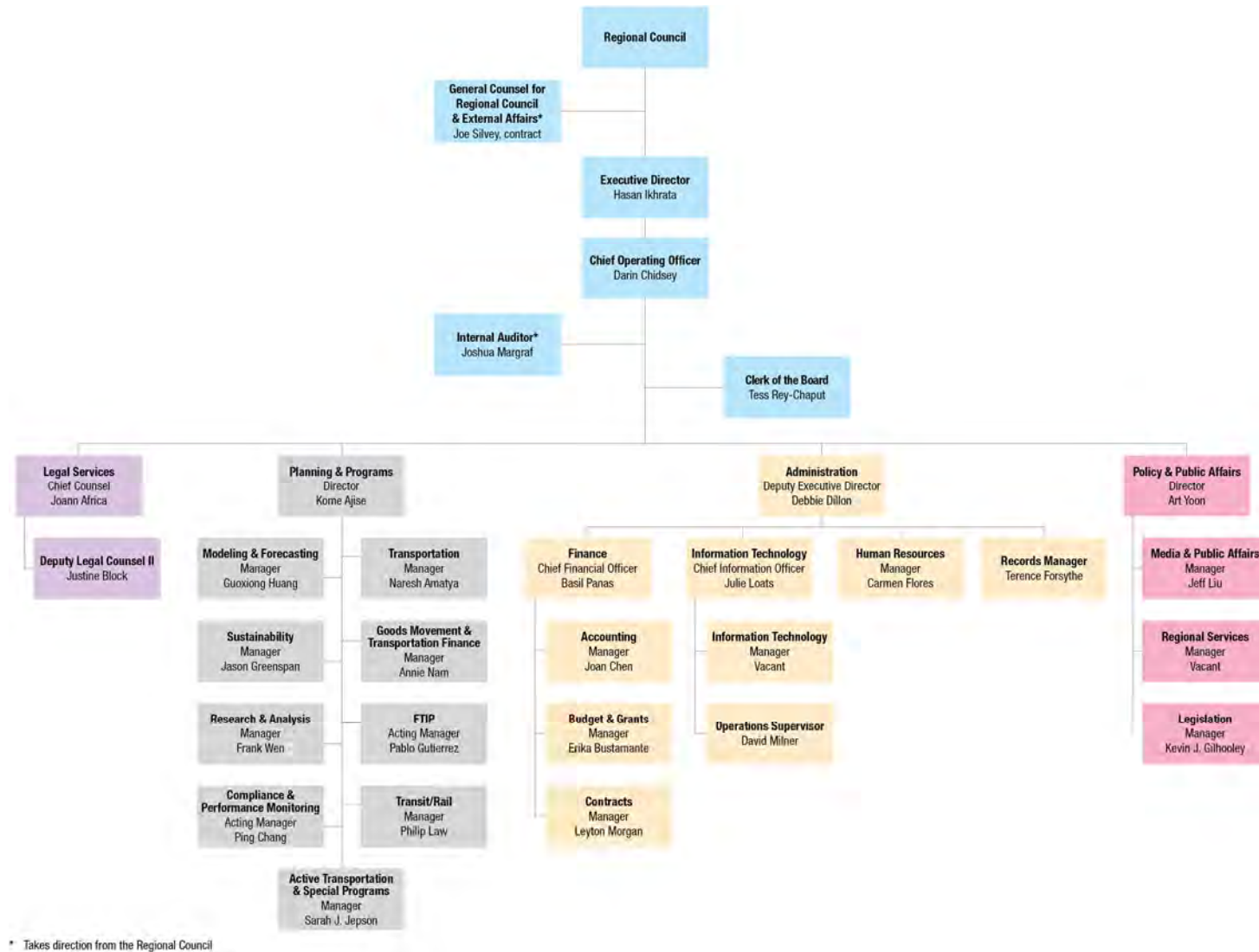
SCAG's primary responsibilities include: the development of the Regional Transportation Plan (RTP), which includes the Sustainable Communities Strategy (SCS); the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program (OWP); and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs are in conformity with of applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects, and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. The agency also operates via a number of critical partnerships at the local, state and federal levels. In addition to its federal and state funding partners (Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, California Transportation Commission, California Department of Transportation, etc.), SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2018-19 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2018-19 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

Organization

SCAG Organization Chart



Strategic Plan

Strategic Plan Components

Vision Statement

Southern California's Catalyst for a Brighter Future.

Mission Statement

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

Core Values

Be Open

Be accessible, candid, collaborative and transparent in the work we do.

Lead by Example

Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

Make an Impact

In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous

Have confidence that taking deliberate, bold and purposeful risks can yield new and valuable benefits.

Strategic Plan

Strategic Plan Goals

GOAL #1

Produce innovative solutions that improve the quality of life for Southern Californians.

Objectives

- A. Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution.
- B. Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.
- C. Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.
- D. Identify partnership opportunities with the private sector yield public benefits.
- E. Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.
- F. Partner with the broader research community to ensure plans are informed by the most recent research and technology.

GOAL #2

Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Objectives

- A. Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.
- B. Develop and implement effective legislative strategies at both the state and federal level.
- C. Advocate for the allocation, distribution and expenditure of resources to meet the region's needs.
- D. Promote and engage partners in a cooperative regional approach to problem-solving.
- E. Act as the preeminent regional convener to shape regional, state and national policies.

GOAL #3

Be the foremost data information hub for the region.

Objectives

- A. Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.
- B. Become the information hub of Southern California by improving access to current, historical, local, and regional data sets that reduce the costs of planning and increase the efficiency of public services.
- C. Allocate resources to accelerate public sector innovation related to big data, open data and smart communities with a focus on social equity in the deployment of new technologies across the region.

Strategic Plan

- D. Develop partnerships and provide guidance by sharing best practices and promoting collaborative research opportunities with universities, local communities and the private sector regionally, nationally, and internationally.
- E. Facilitate regional conversations to ensure data governance structures are in place at the local and regional level to standardize data sets, ensure timely updates of data, and protect the region's data systems and people.
- F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

GOAL #4

Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Objectives

- A. Promote information-sharing and local cost savings with enhanced services to member agencies through networking events, educational and training opportunities, technical assistance, and funding opportunities.
- B. Provide resources and expertise to support local leaders and agencies in implementing regional plans.
- C. Expand SCAG's ability to address local and regional planning and information needs by prioritizing regular engagement with members to develop innovative, insight-driven, and interactive tools.
- D. Promote data-driven decision making, government transparency, and information as public engagement tools to increase opportunities for the public to inform local and regional policy.
- E. Identify, support, and partner with local champions to foster regional collaboration.

GOAL #5

Recruit, support, and develop a world-class workforce and be the workplace of choice.

Objectives

- A. Integrate the Strategic Plan into SCAG's day-to-day operations by defining roles and responsibilities across the agency.
- B. Prioritize a diverse and cooperative environment that supports innovation, allows for risk-taking, and provides opportunities for employees to succeed.
- C. Encourage interdepartmental collaboration through the use of formal and informal communication methods.
- D. Adopt and support enterprise-wide data tools to promote information sharing across the agency.
- E. Anticipate future organizational needs of the agency by developing a systematic approach to succession planning that ensures leadership continuity and cultivates talent.
- F. Invest in employee development by providing resources for training programs, internal mentorship opportunities, and partnerships with universities.

Strategic Plan

- G. Foster a culture of inclusion, trust, and respect that inspires relationship-building and employee engagement.

GOAL #6

Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Objectives

- A. Leverage cutting-edge communication tools and strategies to maximize connectivity and sustain regional partnerships.
- B. Produce clear and consistent communications, media, and promotional campaigns that exemplify agency values and standards.
- C. Enhance the SCAG brand as a respected and influential voice for the region increasing awareness of agency's work and purpose.
- D. Practice robust public engagement, conducting proactive outreach to traditionally underrepresented communities as well as long-term stakeholders.

GOAL #7

Secure funding to support agency priorities to effectively and efficiently deliver work products.

Objectives

- A. Pursue innovative funding opportunities for planning and infrastructure investments.
- B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.
- C. Pioneer best practices and streamline administrative processes to better support agency activities.
- D. Focus resources to maintain and expand programs that are aligned with agency values.

Comprehensive Budget

FY 2018-19 Comprehensive Budget

How the Budget is Funded

SCAG receives most of its funding from the Federal Consolidated Planning Grant (CPG) which consists of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds (PL). More information on CPG is detailed on page 14. The following chart illustrates the source and relative value of SCAG's funding sources.

Funding Sources	Amount
FHWA PL	22,824,617
FTA PL	9,660,755
STATE	17,196,478
FED - OTHER	5,453,950
PASS - THROUGH PAYMENTS	21,936,647
TDA NON-CAPITAL	6,452,977
TDA CAPITAL & DEBT SERVICE	705,827
LOCAL	123,634
3RD PARTY MATCH	3,699,506
MEMBERSHIP DUES	2,053,962
GENERAL FUND	556,650
INDIRECT COST CARRYFORWARD	(1,028,659)
TOTAL REVENUES	89,636,344

How the Budget is Allocated

SCAG allocates its budget into four major categories. The following chart illustrates the relative values of each category.

Expenditures	Amount
SALARIES	\$ 15,779,497
SCAG CONSULTANTS	32,765,958
PASS - THROUGH PAYMENTS	21,842,696
CAPITAL & DEBT SERVICE	1,005,827
OTHER COSTS*	18,242,366
TOTAL EXPENDITURES	\$89,636,344

*Other includes benefits, direct and indirect non-labor costs (see page 11)

Comprehensive Budget

Comprehensive Line Item Budget: FY16 through FY19

GL Account	Line Item	FY16 Actuals	FY17 Actuals	FY18 Amend No. 1	Proposed FY19	% Incr. (Deer)
500XX	Staff	14,301,613	14,468,552	\$ 14,778,001	\$ 15,779,497	7%
54300	SCAG consultant	12,864,605	10,496,007	13,204,288	32,765,958	148%
54340	Legal	312,132	234,211	155,000	305,000	97%
54350	Professional services	291,765		-	-	
54360	Pass-Through Payments	4,005,015	4,130,075	3,525,186	12,075,472	243%
55210	Software support	619,866	574,491	690,147	732,211	6%
55220	Hardware support	93,620	106,523	66,253	86,000	30%
55240	Repair - maintenance	30,811	41,676	15,000	15,000	0%
5528X	3rd party contribution	3,127,578	3,172,766	3,317,551	3,649,823	10%
55310	F&F Principal	-	-	-	231,850	
55315	F&F Interest	-	-	-	49,426	
55320	AV Principal	-	-	-	102,665	
55325	AV Interest	-	-	-	21,886	
55400	Office rent / Operating expense	1,590,818	1,643,221	830,000	724,350	-13%
55410	Office rent satellite	139,189	150,701	245,883	245,883	0%
55415	Off-site Storage	-	-	-	2,500	
55420	Equipment leases	90,279	86,550	120,000	120,000	0%
55425	Lease Obligation Payment	-		1,555,787	-	-100%
55430	Equipment repair-maintenance	52,113	60,566	26,500	26,500	0%
55435	Security Services	58,623	96,653	100,000	100,000	0%
55440	Insurance	120,417	174,857	199,089	199,089	0%
55441	Payroll / bank fees	26,193	29,867	29,500	27,500	-7%
55445	Taxes	5,529	4,849	6,200	5,000	-19%
55460	Materials & equipment < \$5,000	39,164	144,636	14,000	14,000	0%
55510	Office supplies	100,214	81,782	99,300	98,800	-1%
55520	Graphic supplies	6,136	7,976	7,500	7,500	0%
55530	Telephone	163,904	178,371	170,000	170,000	0%
55540	Postage	20,002	10,134	10,000	10,000	0%
55550	Delivery services	5,443	5,918	-	-	
55600	SCAG memberships	185,267	178,220	222,150	210,450	-5%
55610	Professional memberships	11,282	11,396	11,500	11,500	0%
55620	Resource materials / subscriptions	197,752	427,997	707,840	988,756	40%
55700	Depreciation - furniture & fixture	43,986	38,110	10,000	232,000	2220%
55710	Depreciation - computer	22,144	17,126	120,000	35,000	-71%
55715	Amortization - software	248,167	161,873	250,000	250,000	0%
55720	Amortization - lease	8,235	7,534	37,500	70,000	87%
55725	Fixed Asset Write-Down	343,314		-	-	
55730	Capital outlay	-		2,400,000	300,000	-88%
55800	Recruitment - advertising	7,777	10,968	20,000	20,000	0%
55801	Recruitment - other	16,716	43,434	38,000	38,000	0%
55810	Public notices	59,101	47,562	2,500	58,500	2240%
55820	Staff training	47,390		84,500	20,000	-76%
55830	Networking Meetings/Special Events	33,859	35,006	30,000	30,000	0%
55840	Training Registration	-	-	-	65,000	
55860	Scholarships	30,000	24,000	32,000	32,000	0%
55910	RC/committee meetings	22,107	5,199	25,000	25,000	0%
55912	RC Retreat	9,036	9,796	5,000	5,000	0%
55914	RC General Assembly	475,796	496,545	500,000	375,000	-25%

Comprehensive Budget

Comprehensive Line Item Budget: FY 16 thru FY 19 (continued)

GL Account	Line Item	FY16 Actuals	FY17 Actuals	FY18 Amend No. 1	Proposed FY19	% Incr. (Decr)
55915	Demographic Workshop	20,952	27,551	18,000	18,000	0%
55916	Economic Summit	96,295	92,328	80,000	80,000	0%
55918	Housing Summit	-	107,565	40,000	40,000	0%
55920	Other meeting expense	78,577	135,901	83,658	126,000	51%
55930	Miscellaneous other	163,806	157,472	87,825	159,722	82%
55940	Stipend-RC meetings	232,820	209,340	215,925	215,925	0%
55950	Temporary help	124,591	81,493	38,500	38,500	0%
55980	Contingency - General Fund	793,519	15,390	-	-	
56100	Printing	22,594	28,229	63,500	78,500	24%
58100	Travel	183,454	218,697	310,000	374,250	21%
58101	Travel - local	67,704	63,114	44,300	49,250	11%
58110	Mileage	85,724	78,095	39,800	75,400	89%
58150	Staff lodging expense	9,280	8,411	-	-	
58200	Travel-registration	28,415	88,289	5,500	5,000	-9%
58800	RC sponsorships	156,793	144,058	135,000	135,000	0%
59090	Expense - Local Cash	-	-	-	9,767,224	
60110	Retirement-PERS	3,599,653	3,818,058	4,026,077	4,607,315	14%
60120	Retirement-PARS	70,998	72,418	72,178	73,621	2%
60200	Health ins. - active employees	1,277,375	1,252,185	1,315,200	1,353,600	3%
60201	Health ins. - retirees PAYGO	515,816	526,584	647,608	636,009	-2%
60202	Health ins. - retirees GASB 45	413,624	398,309	339,153	242,805	-28%
60210	Dental insurance	181,293	185,370	193,372	217,049	12%
60220	Vision insurance	51,572	51,563	55,167	59,632	8%
60225	Life insurance	85,147	85,127	86,963	83,863	-4%
60240	Medicare tax employers	205,002	207,324	204,225	218,855	7%
60245	Social security tax employers	15,915	24,147	53,053	45,900	-13%
60300	Tuition reimbursement	30,331	34,886	27,360	32,832	20%
60310	Transit passes	131,408	137,564	148,840	156,639	5%
60320	Carpool reimbursement	560	420	420	420	0%
60400	Workers compensation insurance	202,562	168,588	170,048	170,048	0%
60405	Unemployment compensation insurance	4,357	20,308	35,000	35,000	0%
60410	Miscellaneous employee benefits	54,070	58,934	58,980	66,035	12%
60415	SCAG 457 match	107,804	143,631	120,500	120,500	0%
60450	Benefits administrative fees	3,606	3,592	3,346	2,914	-13%
60500	Automobile allowance	12,970	16,420	18,420	18,420	0%
	Total	48,855,545	46,076,506	52,399,094	89,636,344	71%

*Totals may not add due to rounding



DRAFT Comprehensive Budget

FISCAL YEAR 2018-2019

SECTION II

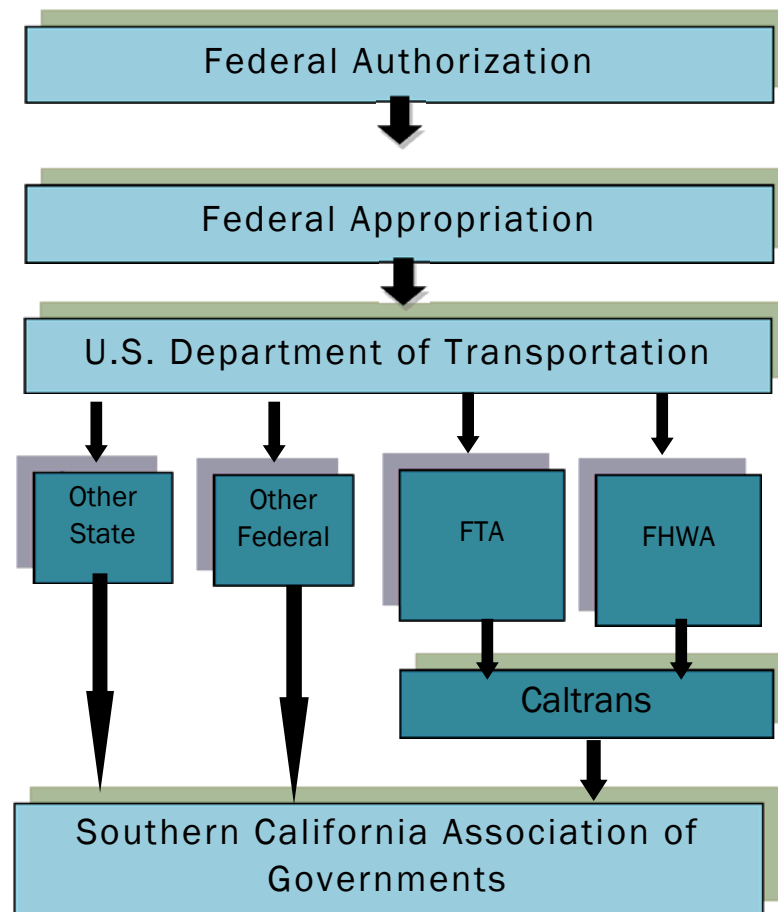
Budget Components

Overall Work Program

Overall Work Program (OWP)

The Flow of Funds

Traditionally, the majority of OWP funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via the California Department of Transportation (Caltrans), as shown below.



Overall Work Program

Summary of Revenue Sources

Consolidated Planning Grant (CPG)

In 1997, FHWA/FTA instituted a transportation planning funds process called the Consolidated Planning Grant (CPG). In California, the four CPG fund sources are described below.

1. Federal Highway Administration (FHWA) Metropolitan Planning Funds (FHWA PL)

Metropolitan Planning Funds, otherwise known as PL funds, are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs.

The state must make all federally authorized PL funds available to the MPOs in accordance with a formula developed by the state, in consultation with the MPOs and approved by the FHWA.

2. Federal Transit Authority Metropolitan Planning Section 5303 (FTA §5303)

All MPOs with an urbanized area receive FTA §5303 funds each year to develop transportation plans and programs. The percentage of the California apportionment of FTA §5303 each MPO receives is determined by a formula agreed to by the MPOs, Caltrans and FTA.

The FTA §5303 formula has two components, a base allocation and a population component which distributes funds according to the MPOs percentage of statewide urbanized area population as of the most recent decennial census.

3. FHWA State Planning and Research – Partnership Planning Element (SP&R)

Caltrans is authorized by FHWA to award grants to MPOs for regional transportation planning studies with a statewide or multi-regional perspective and benefit. Caltrans awards these grants through an annual, competitive selection process.

4. FTA State Planning and Research Section 5304 (FTA §5304)

The FTA authorized Caltrans to competitively award grants to MPOs for projects that demonstrate consistency with the following overarching objectives:

Sustainable Communities and Strategic Partnerships Grant Program Overarching Objectives

Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Overall Work Program

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Transportation Planning Grant Program

In FY 2015-16, the Sustainable Transportation Planning Grant Program was developed to align with Caltrans' updated mission and other State priorities. The Grant Program provides two discretionary grants, Sustainable Communities and Strategic Partnerships, and includes a combination of State and federal funding. The Grant Program runs on an annual cycle and awards roughly \$10 million in grant funding available. In FY 2017-18, the grants were substantially augmented with passage of Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017. SB 1 adds \$25 million in Sustainable Communities grants and \$20 million over three years for Adaptation Planning grants.

SB1 Formula Grant Funds

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, authorized the grant funding to support and implement Regional Transportation (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target. The SB1 formula funds for the MPOs reflect the same formula used to distribute FHWA PL funds.

Overall Work Program

Local Funds

Each of the funding sources described above requires that local cash or in-kind services be provided as match. The Association uses a combination of the following sources for match:

Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. In addition, local agencies such as Transportation Commissions periodically provide funding for specific projects such as localized modeling work.

In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local match requirement for staff costs that is a condition of receiving grant funds. In-kind match reflect services, such as staff time, provided by a local agency in support of the work funded by a grant.

Pass-Through Funds

As the Designated Recipient of these FTA funds, SCAG is required to pass them through to eligible public agencies. SCAG administers these grant programs which provide capital funding to replace, rehabilitate and purchase buses, vans, and fixed guide-way, as well as to construct related facilities and to purchase related equipment.

Overall Work Program

OWP Document

The core regional transportation planning document is the OWP and its core product is completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis and:

- Introduces the agency
- Provides users with an overview of the region
- Focuses on the SCAG regional planning goals and objectives

The OWP serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 of the following calendar year. Other uses for the OWP include:

- SCAG's project budget
- A contract and monitoring tool for federal, state, and local entities (to track completion of annual regional planning projects and expenditures of funds)
- An early reference for members of the public to know the "who/what/when/where/how much" for the SCAG regional planning activities

The OWP includes three component pieces:

1. **Regional Prospectus**

The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:

- The region's regional planning approach
- The agency's organizational structure and interagency arrangements
- An overview of governmental and public involvement
- The State Planning Emphasis Areas
- The progress made towards implementing the RTP/SCS

2. **Work Elements**

The Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, on-going and future year's work to be completed. It also includes the sources and uses of funds.

3. **Budget Revenue & Expenditure Reports**

These summary reports are a listing of all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA do not include special federal grants.

Overall Work Program

OWP Budget

The OWP Budget can be viewed two ways: The first is a line item budget displaying how the OWP budget is allocated. The second is a chart showing the same budget by project and major budget category.

Following the budget tables are brief descriptions of each project in the OWP.

Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
500XX Staff	\$ 8,641,383	\$ 8,626,290	\$ (15,093)
54300 SCAG consultant	11,309,241	30,834,788	\$ 19,525,547
55210 Software support	247,231	247,231	\$ -
5528X Third party contribution	3,317,551	3,649,823	\$ 332,272
55520 Graphic supplies	5,000	5,000	\$ -
55600 SCAG membership	6,000	-	\$ (6,000)
55620 Resource materials/subscriptions	653,040	931,456	\$ 278,416
55810 Public notices	-	56,000	\$ 56,000
55820 In House Training	3,000	-	\$ (3,000)
55830 Networking Meetings/Special Events	-	3,500	\$ 3,500
55920 Other meeting expense	36,158	83,500	\$ 47,342
55930 Miscellaneous other	72,325	74,375	\$ 2,050
56100 Printing	23,000	28,000	\$ 5,000
58100 Travel	173,500	247,250	\$ 73,750
58101 Travel-local	5,500	2,500	\$ (3,000)
58110 Mileage	-	25,800	\$ 25,800
58200 Travel-registration	4,500	5,000	\$ 500
Sub-total	\$ 24,497,429	\$ 44,820,513	\$ 20,323,084
50011 Fringe benefits	\$ 6,192,861	\$ 6,400,028	\$ 207,167
50012 Indirect costs	\$ 13,278,535	\$ 14,018,155	\$ 739,620
Total	\$ 43,968,826	\$ 65,238,696	\$ 21,269,870

*Totals may not add due to rounding

Overall Work Program

This table shows the same budget by work element and major budget category.

Work Element		Proposed FY19		
		Total *	SCAG	Consultant
10	System Planning	1,724,486	1,349,486	375,000
15	Transportation Finance	773,901	701,401	72,500
20	Environmental Planning	1,522,663	872,663	650,000
25	Air Quality and Conformity	762,445	762,445	-
30	Federal Transportation Improvement Program (FTIP)	2,560,626	2,560,626	-
45	Geographic Information System (GIS)	2,355,479	1,796,839	558,640
50	Active Transportation Planning	843,854	843,854	-
55	Regional Forecasting and Policy Analysis	1,994,803	1,694,803	300,000
60	Corridor Planning	162,202	162,202	-
65	Sustainability Program	1,167,783	642,783	525,000
70	Modeling	4,817,222	4,261,142	556,080
80	Performance Assessment & Monitoring	384,019	384,019	-
90	Public Information & Communications	2,310,394	1,827,819	482,575
95	Regional Outreach and Public Participation	4,394,989	3,444,989	950,000
100	Intelligent Transportation System (ITS)	334,102	299,102	35,000
120	OWP Development & Administration	1,667,541	1,667,541	-
130	Goods Movement	1,701,862	1,551,862	150,000
140	Transit and Rail Planning	1,486,212	1,036,212	450,000
145	Sustainable Communities, Strategic Partnerships and Adaption Planning Grant Program	3,850,370	439,905	3,410,465
150	Collaborative Projects	5,820,949	3,392,108	2,428,841
225	Special Grant Projects	9,257,594	1,481,728	7,775,866
230	Airport Ground Access	454,564	454,564	-
265	So. Calif. Value Pricing Pilot Program	42,618	42,618	-
266	Regional Significant Locally - Funded Projects	280,040	-	280,040
267	Clean Cities Program	107,449	107,449	-
275	SB1 Sustainability Planning Grant Program	5,787,291	281,196	5,506,095
280	Future Communities Initiative	6,041,750	1,127,250	4,914,500
285	SB1 Program Administration	498,694	498,694	-
290	Sustainable Communities Strategy (SCS) Development	2,132,794	718,608	1,414,186
Total Direct Costs		65,238,696	34,403,908	30,834,788

*Totals may not add due to rounding

*Includes indirect costs, fringe benefits, non-labor and in-kind match.

Overall Work Program

OWP Program Summaries

The following section presents a brief description of each OWP Program objective and the Strategic Plan Goal it supports.

010 System Planning

Manager: Naresh Amatya

Program Objective:

Transportation System Planning involves long-term planning for system preservation, system maintenance, optimization of system utilization, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, and update the RTP/SCS. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. The focus of FY 2018-19 will be to continue to manage, guide, and monitor progress of the 2016 RTP/SCS and develop the 2020 RTP/SCS. SCAG will ensure that the 2020 RTP/SCS Plan is consistent with state and federal requirements while addressing the region's transportation needs.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

015 Transportation Finance

Manager: Annie Nam

Program Objective:

This work program is critical to addressing some of SCAG's core activities-specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast through the RTP planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2018-19, this work program will involve development of the 2020 RTP financial plan.

Overall Work Program

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

020 Environmental Planning

Manager: Ping Chang

Program Objective:

Prepare environmental documentation to ensure regulatory compliance with applicable federal and state laws. Review environmental plans, programs and projects of regional significance. Monitor changes in environmental compliance requirements. Integrate the most recent environmental policies into planning programs such as environmental justice. Enhance the intergovernmental review database to support planning programs such as performance monitoring. The focus of FY 2018-19 will be to continue to monitor progress of the 2016 RTP/SCS and provide additional environmental documentation for additional amendments, as needed. Staff will initiate and develop the 2020 RTP/SCS Programmatic Environmental Impact Report (PEIR), pursuant to the California Environmental Quality Act (CEQA).

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

025 Air Quality and Conformity

Manager: Ping Chang

Program Objective:

Perform regional transportation conformity and GHG emission analyses. Ensure that the RTP/SCS, FTIP and their amendments meet federal transportation conformity requirements and state SB 375 regional GHG emission reduction targets. Oversee and/or provide support for SCAG air quality planning, analysis, documentation and policy implementation. This includes collaboration with the California Air Resources Board (ARB) and local air districts in the SCAG region in developing air quality management plans/state implementation plans (AQMPs/SIPs), including new transportation conformity emission budgets to meet federal transportation conformity requirements. Facilitate federally required interagency consultation via SCAG's Transportation Conformity Working Group (TCWG), including the processing and acting as clearinghouse for the particulate matter (PM) hot spot analysis for transportation projects within the region. Continue the process to ensure the timely implementation of transportation control measures (TCMs). Continue to track and participate in

Overall Work Program

relevant air quality rulemaking. Collaborate with six County Transportation Commissions in the SCAG region to compile, review, and upload federally required information for projects funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

030 Federal Transportation Improvement Program (FTIP)

Manager: Pablo Gutierrez, Acting

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects programmed over a six-year period. The FTIP is the program that implements the RTP. The currently approved FTIP is the 2017 FTIP and was federally approved and found to conform on December 16, 2016. The program contains approximately \$27.7 billion worth of projects beginning FY 2016-17 to FY 2021-22. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects and projects for which approval from a federal agency is required regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the Regional Transportation Plan. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the Regional Transportation Plan to move forward toward implementation. Staff expects Federal Agencies' approval of the 2019 FTIP in December 2018, at which time the 2017 FTIP will expire.

Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

045 Geographic Information Systems (GIS)

Manager: Frank Wen

Program Objective:

To support SCAG's ongoing role as a Regional Information Center and manager for all data and information related to Southern California and to provide data support and mapping capabilities to better serve the needs of the agency and our partner agencies. This program will also provide data and information to stakeholders to promote economic development and enhance the effectiveness of decision-makers. Additional goals include discovering and developing cutting edge web-GIS applications and tools for data sharing; providing advanced spatial analytics and visualization for

Overall Work Program

insights of data and information; providing an interconnected platform for integrated planning and regional collaboration.

A top priority will be to provide GIS training, data cleanup/updating/sharing/standardizing and other GIS services to our local jurisdictions. Work will continue on the implementation of an Enterprise GIS system (including GIS hardware/software, GIS database, GIS analysis, and GIS applications) that will serve as the guide for meeting Objective #4 of the SCAG Strategic Plan. The program will play an integral part in the development of the Federal Transportation Improvement Program, amendments to the current RTP/SCS, and development of the 2020 RTP/SCS and other planning activities.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians;

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #3 – Be the foremost data information hub for the region; and

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

050 Active Transportation Planning

Manager: Sarah Jepson

Program Objective:

Staff will continue work on the development of the active transportation and public health components of the 2020 RTP/SCS, as well as, play a significant role in the stakeholder engagement and outreach process to ensure the plan resonates and empowers countywide and local agencies to advance policies and projects that align with regional planning goals.

For FY 2018-19, staff will also continue to focus on activities that support the delivery of more active transportation projects in the region, including the selection of projects to be included in the 2019 Regional ATP, administration of projects included in the Cycle 2 and 3 of the regional component of the Statewide Active Transportation Program, building support for local projects through the implementation Go Human demonstration projects, and providing technical assistance directly to cities through grants awarded through SCAG’s Sustainability Program. Staff will also work with Caltrans, counties and individual cities to help fund and advance multi-jurisdictional active transportation projects that are part of the RTP/SCS.

Staff will continue to lead the implementation of a Regional Active Transportation Safety and Encouragement Campaign with resources awarded from the Office of Traffic Safety and the Mobile

Overall Work Program

Source Air Pollution Reduction Review Committee (MSRC). The Campaign will be implemented in partnership with the six county health departments and six county transportation commissions and aims to increase levels of active transportation while reducing collisions. Staff will continue collaborating on the Caltrans Strategic Highway Safety Plan Challenge Areas related to active transportation and providing technical support on safety performance measures.

Efforts will also be continued to expand regional capability to measure the impact of active transportation investments, including through better data collection, modeling and co-benefit analysis (focusing on greenhouse gas emissions, public health and the economy).

This program also supports planning and analysis in other key policy areas including water, public health and energy, as related to the development and implementation of the RTP/SCS. Planning around public health will be expanded through expanded outreach to local partners and by providing resources and tools to local agencies.

Efforts will also be continued to expand regional capability to measure the impact of active transportation investments, including through better data collection, modeling and co-benefit analysis (focusing on greenhouse gas emissions, public health and the economy).

This program also supports planning and analysis in other key policy areas including water, public health and energy, as related to the development and implementation of the RTP/SCS. Planning around public health will be expanded through expanded outreach to local partners and by providing resources and tools to local agencies.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

055 Regional Forecasting & Policy Analysis

Manager: Frank Wen

Program Objective:

The key focus of this work element is to develop regional and county-level population, household and employment estimates and projections, which will be used for implementing and monitoring the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and developing the 2020 RTP/SCS. Essential to the program is the development of state-of-the-art growth forecasting

Overall Work Program

methodologies and technical tools, which have set the standard for regional growth forecasting. This program also addresses the following: show growth forecasts in terms of population, employment, households and how underlying growth assumptions and scenarios are related to congestion and transportation investment. Additional program objectives include the collection, processing and analysis of data used in support of the planning activities of the agency.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians;

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #3 – Be the foremost data information hub for the region; and

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

060 Corridor Planning

Manager: Naresh Amatya

Program Objective:

Provide input to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on the design concept and scope of major transportation corridor investments, as identified upon the completion of corridor planning studies conducted under this work element and in partnership with other agencies. Ensure that corridor planning studies are completed in accordance with federal transportation planning requirements as identified in 23 CFR 450.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Overall Work Program

065 Sustainability Program

Manager: Jason Greenspan

Program Objective:

SCAG's Sustainability Program is a core effort for implementing the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The program demonstrates that the region can achieve both mobility and air quality goals through local land use and policy changes along with targeted transportation investments. Overall objectives of the Sustainability Program are met through the following projects:

Sustainability Grant Program Collaborative assistance to member local governments and communities for coordinating sustainable transportation, land use and regional policies and issues in local planning. Emphases will include local and regional planning for greenhouse gas reductions, locally-applied "Green Region Initiative" strategies, public health impacts related to transportation activities, and assistance in General Plan updates.

Greenhouse Gas Reduction Fund (GGRF) Technical Assistance: Help ensure state greenhouse gas reduction fund monies are available to Southern California region jurisdictions and stakeholders, particularly disadvantaged communities, and that funded projects support goals of the 2016 RTP/SCS, mitigate climate change, and advance state and federal transportation planning priorities.

Local Technical Assistance: Facilitation of the Toolbox Tuesdays Training Series to build local capacity in innovative and integrated transportation and planning tools.

SCAG Sustainability Awards: Awards Program for outstanding examples of integrated transportation and land use planning, implementing the 2016 RTP/SCS at the local level.

CTC Joint Work Programs: Policy coordination among SCAG and CTCs for various sustainability issues related to implementation of the RTP/SCS and CTC Joint Work Programs, such as First mile/Last mile, complete streets, climate action plans, adaptation, and active transportation.

Civic Sparks Program: Serve as Regional Coordinator for Civic Sparks Program and host program fellows.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Overall Work Program

070 Modeling

Manager: Guoxiong Huang

Program Objective:

Provide data and modeling services for the development and implementation of the RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Analyze socioeconomic data and build analytical foundations for planning activities. Develop demographic and employment growth forecast through collaborating with local jurisdictions and peer planning agencies and building consensus. Continue to provide small area socioeconomic data for scenario planning and transportation modeling. Provide member agencies tools to analyze the impacts of their land use and planning decisions. Develop, maintain and improve SCAG's modeling tools to more effectively forecast travel demand and estimate resulting air quality. Maintain a leadership role in the Southern California modeling community by coordinating the Region's modeling activities and by providing technical assistance and data services to member agencies and other public institutions. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with SCAG's partners to advance the region's modeling practices.

Strategic Plan:

Supports Goal #2 – Be the Foremost Data Information Hub for the Region.

080 Performance Assessment & Monitoring

Manager: Ping Chang

Program Objective:

Provide performance assessment and monitoring of the SCAG region (particularly the implementation of the 2016 RTP/SCS) including growth and development, transportation system performance, environmental quality, regional sustainability and climate resilience, and the socioeconomic well-being of the SCAG population (e.g., income and housing affordability). The results of the monitoring and assessment program provide the basis for informed policy-making and support plan implementation, particularly in relation to regional transportation planning and required federal performance monitoring and reporting. This program also works with the California Department of Transportation in the coordination and data collection mandated under the Highway Performance Monitoring System (HPMS).

Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Overall Work Program

090 Public Information & Communications

Manager: Jeff Liu

Program Objective:

Develop and execute a comprehensive internal and external communications program that informs key audiences about SCAG programs, plans, initiatives and services via public relations, media relations, video production, website content management and print/graphic design.

Strategic Plan:

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

095 Regional Outreach & Public Participation

Manager: Art Yoon

Program Objective:

Engage regional stakeholders in the SCAG planning and programming process through the support and enhancement of outreach efforts to local governments, Tribal Governments, and members of the various stakeholder entities, including community, environmental, business, and academic groups, as well as other interested parties. The SCAG Regional Offices are critical components in these efforts, with SCAG staff assigned to an office in each county in the SCAG region.

Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

100 Intelligent Transportation Systems (ITS)

Manager: Philip Law

Program Objective:

Continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the updated Regional ITS Architecture. Maintain the web-accessible Architecture and provide documentation to maximize usability of the Architecture and ensure on-going maintenance. Seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

Overall Work Program

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

120 OWP Development & Administration

Manager: Erika Bustamante

Program Objective:

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of SCAG as the Metropolitan Planning Organization (MPO) for this region and provides a detailed description of the planning activities that will be completed by the MPO and its partners in the fiscal year.

Strategic Plan:

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

130 Goods Movement

Manager: Annie Nam

Program Objective:

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process, including efforts to refine and support the implementation of the Comprehensive Regional Goods Movement Plan and Implementation Strategy. This strategy includes proposals set forth in the 2016 RTP/SCS.

Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

Overall Work Program

140 Transit and Rail Planning

Manager: Philip Law

Program Objective:

Support and engage transit and rail operations in corridor and regional planning efforts and in further refining the transit and rail strategies for inclusion in the 2020 RTP/SCS. Monitor FTA rulemaking related to new provisions in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and coordinate with transit operators to address new requirements related to transit safety and transit asset management (TAM), as they relate to metropolitan transportation planning. Assess and monitor regional transit system performance. Work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs with the transit operators.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

145 Sustainable Communities, Strategic Partnerships and Adaptation Planning Grant Program

Manager: Erika Bustamante

Program Objective:

To encourage local and regional planning that furthers state goals; to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system; and to support planning actions at the local and regional levels that advance climate change efforts on the transportation system.

Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Overall Work Program

150 Collaborative Projects

Manager: Frank Wen

Program Objective:

Collaborative Projects fosters project-based cooperation across the five departments under the Land Use & Environmental Planning Division, with the goal of streamlining resources to provide enhanced services to jurisdictions and regional stakeholders. Projects included here involve substantial outreach with local staff (cities, counties, CTCs, and state/federal partners), aim to implement the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), and to initiate the planning process for the 2020 RTP/SCS. Planning efforts are focused by topic: Partnership for Sustainability, Cap and Trade, Comprehensive Monitoring, and Scenario Planning & Local Input: Pathways to the 2020 RTP/SCS.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians;

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #3 – Be the foremost data information hub for the region; and

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

225 Special Grant Projects

Manager: Sarah Jepson

Program Objective:

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. Grants assist the region and local agencies to better integrate land use, technology and transportation planning to develop alternatives for addressing growth, sustainability and to assess efficient infrastructure investments that meet community needs. In addition, these discretionary grants provide funding to develop active transportation plans, complete streets plans and safe routes to school plans for local agencies. These grants also fund safety and encouragement campaigns in our region to increase public awareness and support for active transportation through regional partnerships between transportation agencies, health departments, local agencies, non-profits and private sector partners.

Overall Work Program

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians;

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

230 Regional Aviation & Airport Ground Access Planning

Manager: Naresh Amatya

Program Objective:

Continue to monitor progress of the 2016 RTP/SCS Aviation Program and support policies and actions, including promotion of regionalization at airports within the region, and prepare for updating the Regional Aviation Element in the 2020 RTP/SCS.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

265 Express Travel Choices Phase III

Manager: Annie Nam

Program Objective:

Develop an implementation strategy for mobility innovations and incentives.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver.

Overall Work Program

266 Regional Significant Locally-Funded Projects

Manager: Erika Bustamante

Program Objective:

This work program funds projects with local funds that are not eligible for Federal planning funds.

Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

267 Clean Cities Program

Manager: Jason Greenspan

Program Objective:

Administer the U.S. Department of Energy (DOE) Clean Cities Program for the SCAG Clean Cities Coalition, including performing outreach and marketing in support of expanding alternative fuels in the SCAG region through on going funds from DOE and funds from the California Energy Commission (CEC). Partner with public and private entities to displace petroleum gasoline use by encouraging purchase of alternative vehicles, increasing efficiency of existing fleet vehicles, and reduction of vehicle miles traveled (VMT).

Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

275 SB1 Sustainability Planning Grant Program

Manager: Jason Greenspan

Program Objective:

The Sustainability Planning Grant (SPG) Program is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions. The three main grant categories – Integrated Land Use; Active Transportation; and Green Region Initiative – offer jurisdictions the wherewithal to develop and update local plans that support State priorities, reduce vehicle miles travelled (VMT), and advance the region's Sustainable Communities Strategy (SCS).

Overall Work Program

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians;

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy;

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

280 Future Communities Initiative

Manager: Sarah Jepson

Program Objective:

The Future Communities Initiative, guided by the Open Data/Big Data- Smart and Connected SCAG Region Committee, includes early action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policy making, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools and providing local agencies with planning resources to pilot new technologies to reduce travel demand.

Strategic Plan:

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

285 SB1 Program Administration

Manager: Erika Bustamante

Program Objective:

Provide program administration for SB1 formula funds. Activities will include: conducting the procurement process for work performed by a consultant; preparing and reviewing contract documents; reviewing invoices and preparing requests for reimbursements each quarter; providing progress updates for each awarded grant project each quarter; preparing amendments to the OWP; and collecting and submitting final work products for completed projects.

Overall Work Program

Strategic Plan:

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

290 Sustainable Communities Strategy (SCS) Development

Manager: Jason Greenspan

Program Objective:

SCAG staff initiated implementation of the 2016 RTP/SCS immediately after its adoption, and has since launched research, planning and studies in preparation for the 2020 SCS. Much of SCAG's research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through: advancing mode shift; transportation demand management; operational efficiency; system accessibility; and integration of future transportation, employment and land use.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

FTA Discretionary and Formula Grant Budget

FTA Discretionary and Formula Grant Budget

What is the FTA Discretionary and Formula Grant Budget?

SCAG is the Designated Recipient of Federal Transit Administration (FTA) Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Pursuant to the two-year transportation reauthorization bill that was signed into Law on July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-131), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment.

FTA Discretionary and Formula Grant Budget

The following table shows the FTA Discretionary and Formula Grant line item budget.

Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
500XX Staff	\$ 77,235	\$ 58,477	\$ (18,758)
54360 Pass Through Payments	3,525,186	12,075,472	\$ 8,550,286
55930 Miscellaneous other		64,847	\$ 64,847
58100 Travel	1,500	-	\$ (1,500)
59090 Expense - Local Cash	-	9,767,224	\$ 9,767,224
Sub-total	\$ 3,603,921	\$ 21,966,020	\$ 18,362,099
50011 Fringe benefits	\$ 59,292	\$ 46,198	\$ (13,094)
50012 Indirect costs	\$ 122,210	\$ 97,650	\$ (24,560)
Total	\$ 3,785,423	\$ 22,109,868	\$ 18,324,445

TDA Capital and Debt Service Budget

TDA Capital and Debt Service Budget

What is the TDA Budget?

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

TDA Capital and Debt Service Budget

In FY 2018-19, TDA funds capital purchases and debt service payments for furniture/fixtures and audio visual equipment for the new SCAG offices.

The following table shows the TDA line item budget.

Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
55310 F&F Principal	\$ -	\$ 231,850	\$ 231,850
55315 F&F Interest	-	49,426	49,426
55320 AV Principal	-	102,665	102,665
55325 AV Interest	-	21,886	21,886
55730 Capital Outlay	1,100,000	300,000	(800,000)
Sub-total	\$ 1,100,000	\$ 705,827	\$ (394,173)
Total	\$ 1,100,000	\$ 705,827	\$ (394,173)

General Fund Budget

General Fund Budget (GF)

What is the General Fund Budget?

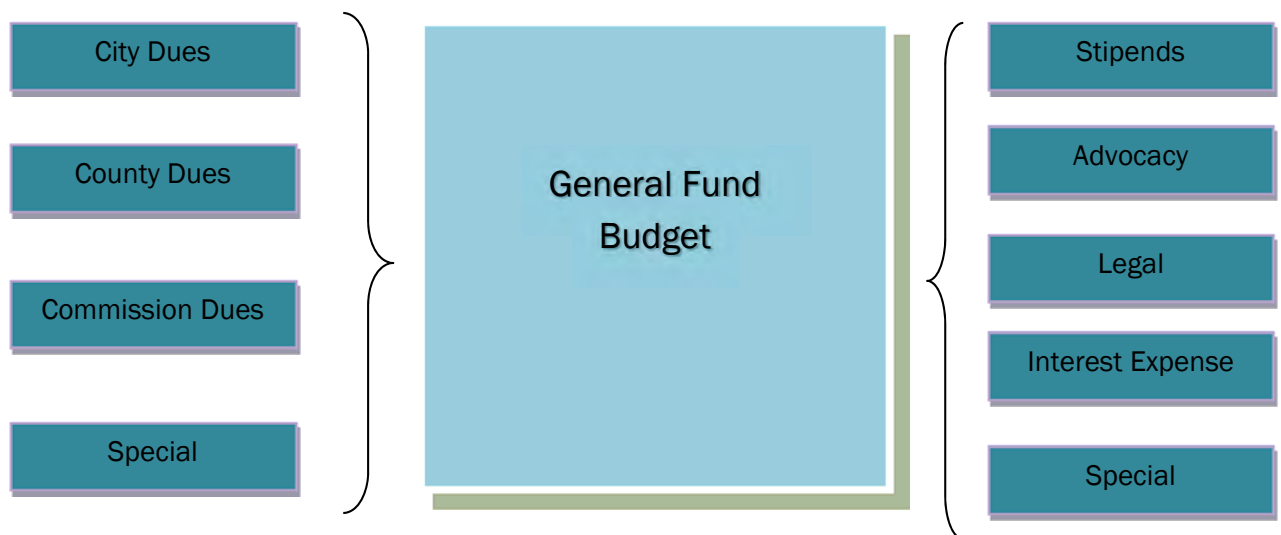
The General Fund (GF) has been established to: provide support to the Regional Council and its Subcommittees for the costs of stipends and travel; fund costs not eligible for grant reimbursement (i.e., interest expense); provide a source of working capital; finance program expenditures, which must be paid prior to sending requisitions to certain federal and state grantors; and authorize establishment of, and borrowing from, a line of credit. The General Fund is not an available resource to fund project costs otherwise chargeable to grants.

The Regional Council (RC) is responsible for conducting the affairs of SCAG pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase or decrease the proposed annual GF budget as prepared by the Chief Financial Officer. The RC submits the approved GF budget to members of the General Assembly (GA) at least thirty (30) days before the annual meeting for review. After adoption of the budget and the annual assessment schedule by the GA, the RC controls all GF expenditures in accordance with the budget.

Membership Dues Assessments

The By-Laws require the Executive Director to annually submit the GF budget to the RC. Upon its adoption, the GA fixes membership assessment for all members of SCAG in amounts sufficient to provide the funds required by the GF budget.

Member dues are calculated in accordance with the guidelines of the By-Laws.



General Fund Budget

General Fund Line Item Budget

The following table shows General Fund revenues and expenditures by task.

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
REVENUE:	Membership Dues:				
	Counties	297,899	300,111	307,523	7,412
	Cities	1,543,468	1,569,192	1,637,939	68,747
	Commissions	85,000	85,000	88,500	3,500
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	3,333	10,000	10,000	-
	Sub-total	1,939,700	\$ 1,974,303	\$ 2,053,962	\$ 79,659
	Interest	114,318	95,000	95,000	-
	Other	52,574	85,000	121,650	36,650
	General Assembly Sponsorships & Registrations	327,515	284,500	340,000	55,500
EXPENDITURES:	Leasehold Improvements Reimbursement	-	-	-	-
	Transfer from Reserves	-	1,300,000	-	(1,300,000)
	Sub-total	494,408	\$ 1,764,500	\$ 556,650	\$ (1,207,850)
	Total Revenues	2,434,108	\$ 3,738,803	\$ 2,610,612	\$ (1,128,191)
	Task .01 Regional Council				
	Regional Council:				
	Staff Time	1,323	9,634	9,904	270
	Legal Services	97,650	105,000	105,000	-
	Miscellaneous Other	5,917	1,000	1,000	-
	Networking Mtgs/Special Events	14,846	15,000	15,000	-
Task 0.02 Legislative	Other Meeting Expense	53,134	20,000	20,000	-
	Printing		500	500	-
	RC/Committee Meeting	5,199	25,000	25,000	-
	RC Retreat	9,796	5,000	5,000	-
	Stipends	209,340	215,925	215,925	-
	Travel - Outside	57,207	35,000	35,000	-
	Travel - Local	29,843	25,000	25,000	-
	Travel - Reg Fees	13,559	1,000	-	(1,000)
	Mileage - Local	20,145	20,000	20,000	-
	Task sub-total	517,959	\$ 478,059	\$ 477,329	\$ (730)
Task .03 RHNA	External Legislative:				
	Staff Time	-	10,365	6,575	(3,790)
	Federal Lobbyist	-	112,247	119,000	6,753
	Other Meeting Expense	25,538	20,000	20,000	-
	Resource Materials / Subscriptions	1,340	-	-	-
	State Lobbyist	89,718	95,850	95,850	-
	Task sub-total	116,596	\$ 238,462	\$ 241,425	\$ 2,963
	RHNA:				
	Staff Time	-	138,382	195,782	57,400
	Task sub-total	-	-	75,000	75,000
		-	\$ 138,382	\$ 270,782	\$ 132,400

General Fund Budget

General Fund Line Item Budget (continued...)

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
Task .04 Other	Other:				
	Staff Time	4,290	8,177	10,924	2,747
	Bank Fees	16,259	12,500	12,500	-
	Contingency	15,390	-	-	-
	Demographic Workshop	27,551	18,000	18,000	-
	Economic Summit	92,328	80,000	80,000	-
	Housing Summit	107,565	40,000	40,000	-
	Miscellaneous Other	8,787	11,000	11,000	-
	Office Supplies	25,700	25,000	25,000	-
	Other Meeting Expense	36,572	-	-	-
	Professional Memberships	10,998	11,500	11,500	-
	SCAG Consultant	143,931	60,000	60,000	-
	SCAG Memberships	75,798	21,250	22,000	750
	Scholarships	24,000	32,000	32,000	-
	Security Services	64,935	-	-	-
	Sponsorships	144,058	135,000	135,000	-
	Travel	728	4,500	4,500	-
	Travel - Local	283	500	500	-
	Staff Lodging Expense	8,411	-	-	-
	Mileage - Local	443	500	500	-
	Task sub-total	808,025	\$ 459,927	\$ 463,424	\$ 3,497
Task .06 GA	General Assembly				
	Staff Time	16,652	13,783	26,372	12,589
	General Assembly	496,545	500,000	375,000	(125,000)
	Printing	-	5,000	25,000	20,000
	Mileage	423	1,000	3,000	2,000
	Task sub-total	513,620	\$ 519,783	\$ 429,372	\$ (90,411)
Task .07 LHI	Leasehold Improvements				
	Leasehold Improvements	-	900,000	-	(900,000)
	Task sub-total	-	\$ 900,000	\$ -	\$ (900,000)
Task .10 Capital	Capital Outlay > \$5K				
	Capital Outlay	-	400,000	-	(400,000)
		-	\$ 400,000	\$ -	\$ (400,000)
Task .11 Public Records Administration	Public Records Administration				
	Staff Time	2,710	21,787	20,658	(1,129)
		2,710	\$ 21,787	\$ 20,658	\$ (1,129)

General Fund Budget

General Fund Line Item Budget (continued...)

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
Task .13 Sustainability Project	Sustainability Project SCAG Consultant	33,619	-	-	-
		33,619	\$ -	\$ -	\$ -
Task .14 International Collaboration	International Collaboration Staff Time Miscellaneous Other Other Meeting Expense Printing Travel Travel - Local Mileage	50,452 131 664 - 12,201 625 197	27,583 - 5,000 5,000 5,000 - -	9,514 - - 5,000 5,000 - -	(18,069) - (5,000) - - - -
		64,270	\$ 42,583	\$ 19,514	\$ (23,069)
Task .16 El Segundo Litigation	El Segundo Litigation Staff Time Legal Services SCAG Consultant	16,441 50,340 2,114	- - -	- - -	- - -
		68,895	\$ -	\$ -	\$ -
Task .17 El Segundo Litigation Joe Silvey	El Segundo Litigation - Joe Silvey Legal Services	44,926 -	- -	- -	- -
		44,926	\$ -	\$ -	\$ -
Task .19 El Segundo Litigation PC Law Group	El Segundo Litigation - PC Law Group Legal Services	5,151	-	-	-
		5,151	\$ -	\$ -	\$ -
Task .20 Go Human Events	Go Human Events Go Human	20,330	-	-	-
		20,330	\$ -	\$ -	\$ -
Task .21 Other Litigation	Other Litigation Staff Time	10,896	-	-	-
		10,896	\$ -	\$ -	\$ -
Total for all tasks		2,206,998	\$ 3,198,983	\$ 1,922,504	\$ (1,276,479)
	Allocated Fringe Benefits	81,047	176,347	220,986	44,639
	Allocated Indirect Costs	146,203	363,473	467,122	103,649
	Total	2,434,248	\$ 3,738,803	\$ 2,610,612	\$ (1,128,191)

*Totals may not add due to rounding

Fringe Benefits Budget

Fringe Benefits Budget (FB)

What is the Fringe Benefits Budget?

Fringe benefits (FB) are employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff.

To participate in SCAG's fringe benefits program, staff must hold benefits-eligible positions as regular, at-will or limited-term positions. Some of these programs provide staff and their families with financial protection if they become ill or disabled. Others are designed to aid them in preparing for retirement or in meeting educational costs they incur for themselves. Others are designed to allow staff and their family's time to recreate and spend time together. Some part-time staff, interns, temporary employees and temporary agency workers are not eligible for SCAG's fringe benefits programs.

The employee-associated costs are related to SCAG's full-time staff to generate a fringe benefits burden rate. The fringe benefits burden is applied to all staff charges in OWP, General Fund and Indirect projects.

A rate is applied to all OWP, GF and IC salaries, e.g., for every \$1,000 of salaries, the FB budget is \$790.00 (79.00%).

Fringe Benefits Budget

Fringe Benefits Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
60002	Sick leave	277,589	272,404	(5,185)
60004	PFH	239,103	245,056	5,953
60003	Holiday	520,870	571,934	51,064
60001	Vacation	793,422	1,023,687	230,265
60110	PERS	4,026,077	4,607,315	581,238
60120	PARS	72,178	73,621	1,443
60200	Health insurance - actives	1,315,200	1,353,600	38,400
60201	Health insurance - retirees PAYGO	647,608	636,009	(11,599)
60202	Health insurance - retirees GASB 45	339,153	242,805	(96,348)
60210	Dental insurance	193,372	217,049	23,677
60220	Vision insurance	55,167	59,632	4,465
60225	Life insurance	86,963	83,863	(3,100)
60240	Medicare tax - employers	204,225	218,855	14,630
60245	Social security tax employers	53,053	45,900	(7,153)
60300	Tuition reimbursement	27,360	32,832	5,472
60310	Bus passes	148,840	156,639	7,799
60320	Carpool reimbursement	420	420	-
60400	Workers compensation	170,048	170,048	-
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	58,980	66,035	7,055
60415	SCAG 457 match	120,500	120,500	-
60450	Benefits administrative fees	3,346	2,914	(432)
60500	Automobile allowance	18,420	18,420	-
		9,406,895	10,254,538	847,643

*Totals may not add due to rounding

Indirect Cost Budget

Indirect Cost Budget (IC)

What is the Indirect Cost Budget?

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Allocation Plan (ICAP) is based on Caltrans guidelines and requires their approval.

How is the Indirect Cost Budget Funded?

An IC rate, approved by Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$932.91 (93.29%). A review of the comprehensive line item budget chart on page 11 shows the impact of this concept. Notice that the OWP (pg.17) and General Fund (pg.33) budgets have each allocated funds for indirect costs which represents each budget component's share of funding the Indirect Cost program.

Indirect Cost Budget

Indirect Cost Budget

The following table shows the IC budget by category.

GL Account	Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
	Staff	\$ 3,998,687	\$ 4,701,920	\$ 703,233
54300	SCAG consultant	1,626,950	1,656,320	29,370
54340	Legal	50,000	125,000	75,000
55210	Software support	442,916	484,980	42,064
55220	Hardware support	66,253	86,000	19,747
55240	Repair- maintenance	15,000	15,000	-
55400	Office rent / Operating expense	830,000	724,350	(105,650)
55410	Office rent satellite	245,883	245,883	-
55415	Off-site Storage	-	2,500	2,500
55420	Equipment leases	120,000	120,000	-
55425	Lease Obligation Payment	1,555,787	-	(1,555,787)
55430	Equip repairs and maintenance	26,500	26,500	-
55435	Security Services	100,000	100,000	-
55440	Insurance	199,089	199,089	-
55441	Payroll / bank fees	17,000	15,000	(2,000)
55445	Taxes	6,200	5,000	(1,200)
55460	Materials & equipment <\$5K	14,000	14,000	-
55510	Office supplies	74,300	73,800	(500)
55520	Graphic Supplies	2,500	2,500	-
55530	Telephone	170,000	170,000	-
55540	Postage	10,000	10,000	-
55550	Delivery services	-	-	-
55600	SCAG memberships	194,900	188,450	(6,450)
55620	Resource materials	54,800	57,300	2,500
55700	Depreciation - furniture & fixture	10,000	232,000	222,000
55710	Depreciation - computer	120,000	35,000	(85,000)
55715	Amortization - software	250,000	250,000	-
55720	Amortization - lease	37,500	70,000	32,500
55800	Recruitment adverting	20,000	20,000	-
55801	Recruitment - other	38,000	38,000	-
55810	Public notices	2,500	2,500	-
55820	In House Training	81,500	20,000	(61,500)
55830	Networking Meetings/Special Events	15,000	11,500	(3,500)
55840	Training Registration	-	65,000	65,000
55920	Other meeting expense	2,500	2,500	-
55930	Miscellaneous other	3,500	8,500	5,000
55950	Temporary help	38,500	38,500	-
56100	Printing	30,000	20,000	(10,000)
58100	Travel	90,500	82,500	(8,000)
58101	Travel - local	13,300	21,250	7,950
58110	Mileage	18,300	26,100	7,800
	Sub-total	\$ 10,591,866	\$ 9,966,942	\$ (624,924)
50011	Fringe benefits	2,978,395	3,587,326	608,931
	Total	\$ 13,570,261	\$13,554,268	\$ (15,993)

*Totals may not add due to rounding

Indirect Cost Budget

IC Functional Activities

The Indirect Cost budget is spread across several functional areas within the agency. The following chart describes the functional areas.

Group	Area	Functional Activity
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
	Human Resources	Human Resources is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing and networks as well as Facilities/property management for all of SCAG offices.
Agency-wide Management		The Agency-wide Management section is responsible for the management of Association staff, the Association's budget, and day-to-day operations of the Association's departments. The Executive Director is the official representative of the Association and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of the Association.
Policy, Strategy & Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state level.
	Regional Services & Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community and business interest groups.



DRAFT Comprehensive Budget

FISCAL YEAR 2018-2019

SECTION III

Appendices

Budget Line Items

Description of Budget Line Item

The following chart shows budget line items and a description.

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 SCAG Consultant	Outside experts retained to provide special expertise.
54340 Legal	Outside legal experts retained to provide special expertise.
54350 Professional Services	Other services provided by outside professionals.
54360 Pass-Through Payments	Payments received by SCAG but passed through to other agencies.
55210 Software Support	Fees paid for telephone support and updates of SCAG's high end desktop and network software.
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG's computer servers.
55240 Repair Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
5528X 3rd Party Contribution	Like-kind contribution from other agencies that are match for SCAG's grants.
55310 Furniture & Fixture Principal	Principal paid for furniture and fixture.
55315 Furniture & Fixture Interest	Interest paid for furniture and fixture.
55320 AV Principal	Principal paid for audio-visual equipment.
55325 AV Interest	Interest paid for audio-visual equipment.
55400 Office Rent / Operating Expense	Rent and operating expense paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.

Budget Line Items

Account/Line Item	Description
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, etc. equipment.
55425 Lease Obligation Payment	Lease obligation payable to the landlord of the Los Angeles office in FY18.
55430 Equipment Repairs And Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG's locations.
55440 Insurance	SCAG's liability insurance.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG's assets.
55460 Materials & Equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000. (do not need to depreciate)
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55530 Telephone	SCAG's monthly telephone fees paid for both voice and data lines.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55620 Resource Materials / Subscriptions	Fees for book purchases, subscriptions and data acquisition.

Budget Line Items

Account/Line Item	Description
55700 Depreciation - Furniture & Fixtures	The general fund buys assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account.
55710 Depreciation - Computer	Same as above.
55715 Amortization - Software	To account for amortization of software.
55720 Amortization - Lease	To account for amortization of leasehold improvements.
55725 Fixed Asset Write-Down	Adjustments to the carrying cost of capitalized assets.
55730 Capital Outlay	Fixed asset purchases greater than \$5,000. The cost is recovered when depreciation is charged to a grant.
55800 Recruitment Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment - Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 Staff Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC/Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 RC Retreat	The RC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.
55914 RC General Assembly	The by-laws require an annual meeting of the membership. This budget pays for the actual

Budget Line Items

Account/Line Item	Description
	meeting expenses such as meals and conference facilities.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55918 Housing Summit	Pays for the expenses of the annual summit that addresses housing issues.
55920 Other Meeting Expense	Pays for other, non-food expenses related to meeting support.
55930 Miscellaneous Other	Pays for other, minor expenses not categorized elsewhere.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
55980 Contingency – General Fund	Funds available for unforeseen spending.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects.
58101 Travel – Local	Travel inside the SCAG region.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58200 Travel-Registration Fees	Pays for conference and seminar registration fees.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Cash	Cash contributions from local agencies that receive federal pass-through funds from SCAG.

Budget Line Items

Account/Line Item	Description
60110 Retirement-PERS	Pays for employee share of contributions to PERS.
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.
60200 Health Insurance	SCAG contribution for employee health insurance.
60201 Health Insurance-Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance-Retirees GASB 45	Retiree health insurance premiums paid to the California Employers' Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance.
60220 Vision Insurance	SCAG contribution for employee vision insurance.
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60245 Social Security Tax Employers	Employer's share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60320 Carpool Reimbursement	Eligible employees who are members of a carpool receive a specified monthly allowance.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.
60410 Miscellaneous Employee Benefits	The cost of SCAG's Employee Assistance Program.

Budget Line Items

Account/Line Item	Description
60415 SCAG 457 Match	SCAG managers and directors receive matching funds for 457 Plan deferred compensation contributions.
60450 Benefits – Administrative Fees	These fees pay for third parties who administer SCAG's cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
<u>COUNTIES (6)</u>		
IMPERIAL	40,087	7,188
LOS ANGELES	1,053,030	131,892
ORANGE	125,792	36,574
RIVERSIDE	373,755	59,390
SAN BERNARDINO	308,906	53,423
VENTURA	98,424	19,056
SUB-TOTAL	1,999,994	307,523
<u>CITIES (189)</u>		
ADELANTO	34,273	3,654
AGOURA HILLS	21,018	2,184
ALHAMBRA	86,922	8,498
ALISO VIEJO	50,312	5,129
ANAHEIM	358,546	33,741
APPLE VALLEY	74,701	7,373
ARCADIA	57,374	5,779
ARTESIA	16,816	1,797
AVALON	3,718	442
AZUSA	49,762	5,079
BALDWIN PARK	75,537	7,450
BANNING	31,068	3,359
BARSTOW	24,248	2,481
BEAUMONT	46,179	4,749
BELL	36,408	3,850
BELLFLOWER	76,657	7,553
BELL GARDENS	42,824	4,440
BEVERLY HILLS	34,646	3,688
BIG BEAR LAKE	5,047	564
BLYTHE	19,660	2,059
BRADBURY	1,107	202
BRAWLEY	26,928	2,978
BREA	44,214	4,568
BUENA PARK	83,884	8,218
BURBANK	105,033	10,414
CALABASAS	24,202	2,477

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
CALEXICO	40,921	4,265
CALIMESA	8,637	895
CALIPATRIA	7,555	795
CAMARILLO	69,623	6,906
CANYON LAKE	10,891	1,252
CARSON	93,674	9,119
CATHEDRAL CITY	54,557	5,520
CERRITOS	50,039	5,104
CHINO	88,026	8,599
CHINO HILLS	80,676	7,923
CLAREMONT	36,225	3,833
COACHELLA	45,551	4,691
COLTON	53,879	5,458
COMMERCE	13,064	1,452
COMPTON	100,050	9,956
CORONA	167,759	16,186
COSTA MESA	114,044	11,243
COVINA	49,011	5,010
CUDAHY	24,411	2,496
CULVER CITY	40,103	4,190
CYPRESS	49,655	5,069
DANA POINT	33,699	3,601
DESERT HOT SPRINGS	29,111	3,179
DIAMOND BAR	57,066	5,751
DOWNEY	113,832	11,224
DUARTE	22,033	2,277
EASTVALE	64,613	6,445
EL CENTRO	45,628	4,698
EL MONTE	114,268	11,264
EL SEGUNDO	16,717	1,788
FILLMORE	15,683	1,693
FONTANA	212,786	20,329
FOUNTAIN VALLEY	56,709	5,718
FULLERTON	142,234	13,837
GARDEN GROVE	176,277	16,970
GARDENA	60,721	6,087
GLENDALE	201,748	19,313
GLENDORA	52,608	5,341
GRAND TERRACE	12,435	1,394
HAWAIIAN GARDENS	14,753	1,607

Membership Assessment Schedule

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Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
HAWTHORNE	87,662	8,566
HEMET	81,868	8,033
HERMOSA BEACH	19,616	2,055
HESPERIA	94,133	9,161
HIDDEN HILLS	1,885	273
HIGHLAND	54,377	5,503
HOLTVILLE	6,255	676
HUNTINGTON BEACH	197,574	18,929
HUNTINGTON PARK	59,383	5,964
IMPERIAL	18,658	1,967
INDIAN WELLS	5,450	601
INDIO	88,718	8,663
INDUSTRY	440	140
INGLEWOOD	114,900	11,322
IRVINE	267,086	25,325
IRWINDALE	1,423	231
JURUPA VALLEY	101,315	10,072
LA CANADA FLINTRIDGE	20,497	2,136
LA HABRA	62,084	6,212
LA HABRA HEIGHTS	5,463	603
LA MIRADA	49,434	5,049
LA PALMA	15,984	1,721
LA PUENTE	40,455	4,222
LA QUINTA	40,677	4,243
LA VERNE	33,174	3,552
LAGUNA BEACH	23,505	2,413
LAGUNA HILLS	31,544	3,402
LAGUNA NIGUEL	66,689	6,636
LAGUNA WOODS	16,319	1,752
LAKE ELSINORE	62,092	6,213
LAKE FOREST	84,931	8,315
LAKEWOOD	79,272	7,794
LANCASTER	157,820	15,271
LAWNDALE	33,365	3,570
LOMA LINDA	24,528	2,507
LOMITA	20,403	2,127
LONG BEACH	480,173	44,932
LOS ALAMITOS	11,739	1,330
LOS ANGELES	4,041,707	373,137
LYNWOOD	71,997	7,125

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
MALIBU	12,742	1,422
MANHATTAN BEACH	35,488	3,765
MAYWOOD	28,016	3,078
MENIFEE	90,660	8,842
MISSION VIEJO	96,718	9,399
MONROVIA	38,514	4,044
MONTCLAIR	39,122	4,100
MONTEBELLO	63,917	6,381
MONTEREY PARK	61,606	6,169
MOORPARK	36,828	3,889
MORENO VALLEY	206,750	19,774
MURRIETA	114,914	11,323
NEEDLES	5,044	564
NEWPORT BEACH	84,915	8,313
NORCO	26,882	2,973
NORWALK	105,526	10,460
OJAI	7,553	795
ONTARIO	174,283	16,786
OXNARD	207,772	19,868
PALM DESERT	50,740	5,169
PALM SPRINGS	47,379	4,859
PALMDALE	158,605	15,344
PALOS VERDES ESTATES	13,663	1,507
PARAMOUNT	55,923	5,646
PASADENA	143,333	13,938
PERRIS	75,739	7,469
PICO RIVERA	64,046	6,393
PLACENTIA	52,268	5,309
POMONA	155,306	15,040
PORT HUENEME	22,808	2,349
RANCHO CUCAMONGA	177,324	17,066
RANCHO MIRAGE	18,295	1,933
RANCHO PALOS VERDES	42,884	4,446
REDLANDS	69,851	6,927
REDONDO BEACH	68,907	6,840
RIALTO	106,528	10,552
RIVERSIDE	326,792	30,819
ROLLING HILLS	1,922	277
ROLLING HILLS ESTATES	8,059	842
ROSEMEAD	54,984	5,559

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
SAN BERNARDINO	216,972	20,714
SAN BUENAVENTURA	109,275	10,805
SAN CLEMENTE	65,975	6,571
SAN DIMAS	34,231	3,650
SAN FERNANDO	24,486	2,503
SAN GABRIEL	41,020	4,274
SAN JACINTO	47,925	4,910
SAN JUAN CAPISTRANO	36,262	3,837
SAN MANUEL BAND OF MISSION INDIANS	200	118
SAN MARINO	13,467	1,489
SANTA ANA	341,341	32,158
SANTA CLARITA	216,350	20,657
SANTA FE SPRINGS	18,291	1,933
SANTA MONICA	93,834	9,134
SANTA PAULA	30,654	3,321
SEAL BEACH	24,890	2,540
SIERRA MADRE	11,010	1,263
SIGNAL HILL	11,609	1,318
SIMI VALLEY	127,309	12,464
SOUTH EL MONTE	20,862	2,170
SOUTH GATE	98,633	9,575
SOUTH PASADENA	25,992	2,892
STANTON	39,611	4,145
TEMECULA	111,024	10,966
TEMPLE CITY	36,389	3,848
THOUSAND OAKS	131,457	12,846
TORRANCE	147,101	14,285
TUSTIN	82,372	8,079
TWENTYNINE PALMS	26,919	2,977
UPLAND	76,790	7,566
VERNON	209	119
VICTORVILLE	123,565	12,119
VILLA PARK	5,944	647
WALNUT	30,134	3,273
WEST COVINA	107,813	10,670
WEST HOLLYWOOD	35,882	3,802
WESTLAKE VILLAGE	8,370	870
WESTMINSTER	93,533	9,106
WESTMORELAND	2,302	312
WILDOMAR	35,782	3,792

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
WHITTIER	87,708	8,570
YORBA LINDA	67,890	6,747
YUCCA VALLEY	21,519	2,230
YUCAIPA	54,324	5,498
 SUB-TOTAL	 16,836,783	 1,637,939
GRAND TOTAL-ASSESSMENTS	18,836,777	1,945,462
 <u>COMMISSIONS</u>		
SANBAG	2,160,256	25,000
RCTC	2,384,783	25,000
VCTC	857,386	10,000
ICTC	188,334	3,500
Transportation Corridor Agency		10,000
OCTA	3,194,024	25,000
Air Districts		10,000
SUB-TOTAL		108,500
 TOTAL MEMBERSHIP AND ASSESSMENTS		 2,053,962

SCAG Salary Schedule

	Classification	Ranges						Time Base
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	
1	Accountant I	\$58,178.59	\$27.97	\$66,897.73	\$32.16	\$75,616.86	\$36.35	Monthly
2	Accountant II	\$63,404.97	\$30.48	\$72,914.44	\$35.06	\$82,423.91	\$39.63	Monthly
3	Accountant III	\$70,390.48	\$33.84	\$80,945.23	\$38.92	\$91,499.98	\$43.99	Monthly
4	Accounting Systems Analyst	\$77,987.86	\$37.49	\$89,689.86	\$43.12	\$101,391.87	\$48.75	Monthly
5	Accounting Technician	\$45,533.28	\$21.89	\$52,365.83	\$25.18	\$59,198.37	\$28.46	Hourly
6	Administrative Assistant	\$51,601.11	\$24.81	\$59,329.32	\$28.52	\$67,057.54	\$32.24	Hourly
7	Assistant Analyst to the Ex Director	\$67,996.53	\$32.69	\$78,185.33	\$37.59	\$88,374.12	\$42.49	Monthly
8	Assistant Internal Auditor	\$77,919.09	\$37.46	\$89,595.17	\$43.07	\$101,271.25	\$48.69	Monthly
9	Assistant Regional Planner	\$64,738.25	\$31.12	\$74,459.67	\$35.80	\$84,181.09	\$40.47	Monthly
10	Assistant to the Executive Director	\$109,205.74	\$52.50	\$125,590.61	\$60.38	\$141,975.48	\$68.26	Monthly
11	Associate Analyst to the Ex Director	\$80,762.57	\$38.83	\$92,874.29	\$44.65	\$104,986.00	\$50.47	Monthly
12	Associate Regional Planner	\$75,474.55	\$36.29	\$86,798.40	\$41.73	\$98,122.25	\$47.17	Monthly
13	Budget and Grants Analyst I	\$63,546.15	\$30.55	\$73,076.84	\$35.13	\$82,607.52	\$39.72	Monthly
14	Budget and Grants Analyst II	\$74,530.67	\$35.83	\$85,714.00	\$41.21	\$96,897.32	\$46.59	Monthly
15	Chief Counsel/Director of Legal Services	\$190,459.68	\$91.57	\$219,032.54	\$105.30	\$247,605.40	\$119.04	Monthly
16	Chief Operating Officer	\$208,165.25	\$100.08	\$239,390.04	\$115.09	\$270,614.82	\$130.10	Monthly
17	Chief Financial Officer	\$181,261.12	\$87.14	\$208,452.89	\$100.22	\$235,644.66	\$113.29	Monthly
18	Chief Information Officer	\$172,531.61	\$82.95	\$198,420.47	\$95.39	\$224,309.33	\$107.84	Monthly
19	Clerk of the Board	\$97,598.59	\$46.92	\$112,231.74	\$53.96	\$126,864.89	\$60.99	Monthly
20	Contracts Administrator I	\$63,546.15	\$30.55	\$73,076.84	\$35.13	\$82,607.52	\$39.72	Monthly
21	Contracts Administrator II	\$74,530.67	\$35.83	\$85,714.00	\$41.21	\$96,897.32	\$46.59	Monthly
22	Contracts and Purchasing Assistant	\$51,567.57	\$24.79	\$59,308.92	\$28.51	\$67,050.26	\$32.24	Hourly
23	Database Administrator	\$86,563.38	\$41.62	\$99,545.41	\$47.86	\$112,527.45	\$54.10	Monthly
24	Department Manager	\$137,635.68	\$66.17	\$158,281.03	\$76.10	\$178,926.38	\$86.02	Monthly
25	Deputy Clerk of the Board	\$78,041.60	\$37.52	\$89,806.08	\$43.18	\$101,570.56	\$48.83	Monthly
26	Deputy Director (Division)	\$158,512.27	\$76.21	\$182,290.42	\$87.64	\$206,068.56	\$99.07	Monthly
27	Deputy Executive Director	\$198,068.68	\$95.23	\$227,788.10	\$109.51	\$257,507.53	\$123.80	Monthly
28	Deputy Legal Counsel I	\$100,262.18	\$48.20	\$115,307.18	\$55.44	\$130,352.19	\$62.67	Monthly
29	Deputy Legal Counsel II	\$120,314.18	\$57.84	\$138,368.18	\$66.52	\$156,422.19	\$75.20	Monthly
30	Division Director	\$172,531.61	\$82.95	\$198,420.47	\$95.39	\$224,309.33	\$107.84	Monthly
31	GIS Analyst	\$74,780.16	\$35.95	\$85,997.18	\$41.34	\$97,214.21	\$46.74	Monthly
32	Grants Administrator	\$90,195.04	\$43.36	\$103,713.58	\$49.86	\$117,232.13	\$56.36	Monthly
33	Graphics Designer	\$60,134.18	\$28.91	\$69,154.67	\$33.25	\$78,175.15	\$37.58	Monthly
34	Human Resources Analyst	\$69,600.02	\$33.46	\$80,033.69	\$38.48	\$90,467.35	\$43.49	Monthly
35	Human Resources Assistant	\$59,674.57	\$28.69	\$68,624.42	\$32.99	\$77,574.28	\$37.30	Hourly
36	Internal Auditor	\$137,635.68	\$66.17	\$158,281.03	\$76.10	\$178,926.38	\$86.02	Monthly
37	Lead Accountant	\$98,383.51	\$47.30	\$113,144.86	\$54.40	\$127,906.21	\$61.49	Monthly
38	Lead Budget & Grants Analyst	\$90,187.33	\$43.36	\$103,706.73	\$49.86	\$117,226.13	\$56.36	Monthly
39	Lead Graphics Designer	\$71,536.61	\$34.39	\$82,260.92	\$39.55	\$92,985.24	\$44.70	Monthly
40	Lead Operations Technician	\$71,598.86	\$34.42	\$82,341.34	\$39.59	\$93,083.83	\$44.75	Monthly
41	Lead Programmer Analyst	\$100,323.59	\$48.23	\$115,368.43	\$55.47	\$130,413.26	\$62.70	Monthly
42	Legislative Analyst I	\$59,255.10	\$28.49	\$68,142.10	\$32.76	\$77,029.10	\$37.03	Monthly
43	Legislative Analyst II	\$70,994.56	\$34.13	\$81,643.74	\$39.25	\$92,292.93	\$44.37	Monthly

SCAG Salary Schedule

	Classification	Ranges						Time Base
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	
44	Legislative Analyst III	\$82,125.49	\$39.48	\$94,435.44	\$45.40	\$106,745.39	\$51.32	Monthly
45	Legislative Analyst IV	\$93,129.65	\$44.77	\$107,100.36	\$51.49	\$121,071.08	\$58.21	Monthly
46	Management Analyst	\$76,040.24	\$36.56	\$87,450.08	\$42.04	\$98,859.92	\$47.53	Monthly
47	Member Relations Officer I	\$61,491.14	\$29.56	\$70,713.50	\$34.00	\$79,935.86	\$38.43	Monthly
48	Member Relations Officer II	\$73,673.60	\$35.42	\$84,724.64	\$40.73	\$95,775.68	\$46.05	Monthly
49	Member Relations Officer III	\$85,224.57	\$40.97	\$97,999.04	\$47.11	\$110,773.52	\$53.26	Monthly
50	Member Relations Officer IV	\$96,643.98	\$46.46	\$111,141.89	\$53.43	\$125,639.80	\$60.40	Monthly
51	Office Assistant	\$44,483.71	\$21.39	\$51,162.91	\$24.60	\$57,842.10	\$27.81	Hourly
52	Office Services Specialist	\$44,483.71	\$21.39	\$51,162.91	\$24.60	\$57,842.10	\$27.81	Hourly
53	Operations Supervisor	\$84,471.30	\$40.61	\$94,255.62	\$45.32	\$104,039.94	\$50.02	Monthly
54	Operations Technician	\$44,483.71	\$21.39	\$51,162.91	\$24.60	\$57,842.10	\$27.81	Hourly
55	Operations Technician II	\$53,407.01	\$25.68	\$61,414.08	\$29.53	\$69,421.15	\$33.38	Hourly
56	Operations Technician III	\$59,674.57	\$28.69	\$68,624.42	\$32.99	\$77,574.28	\$37.30	Hourly
57	Planning Technician	\$60,758.88	\$29.21	\$69,879.39	\$33.60	\$78,999.90	\$37.98	Hourly
58	Program Manager I	\$102,074.92	\$49.07	\$117,378.14	\$56.43	\$132,681.37	\$63.79	Monthly
59	Program Manager II	\$109,205.74	\$52.50	\$125,590.61	\$60.38	\$141,975.48	\$68.26	Monthly
60	Programmer Analyst	\$74,581.86	\$35.86	\$85,772.84	\$41.24	\$96,963.83	\$46.62	Monthly
61	Public Affairs Specialist I	\$61,491.14	\$29.56	\$70,713.50	\$34.00	\$79,935.86	\$38.43	Monthly
62	Public Affairs Specialist II	\$73,673.60	\$35.42	\$84,724.64	\$40.73	\$95,775.68	\$46.05	Monthly
63	Public Affairs Specialist III	\$85,224.57	\$40.97	\$97,999.04	\$47.11	\$110,773.52	\$53.26	Monthly
64	Public Affairs Specialist IV	\$96,643.98	\$46.46	\$111,141.89	\$53.43	\$125,639.80	\$60.40	Monthly
65	Receptionist	\$44,483.71	\$21.39	\$51,162.91	\$24.60	\$57,842.10	\$27.81	Hourly
66	Regional Planner Specialist	\$95,398.12	\$45.86	\$109,699.82	\$52.74	\$124,001.53	\$59.62	Monthly
67	Senior Accountant	\$77,911.38	\$37.46	\$89,596.88	\$43.08	\$101,282.39	\$48.69	Monthly
68	Senior Administrative Assistant	\$59,674.57	\$28.69	\$68,624.42	\$32.99	\$77,574.28	\$37.30	Hourly
69	Senior Analyst to the Ex Director	\$91,338.62	\$43.91	\$105,039.42	\$50.50	\$118,740.21	\$57.09	Monthly
70	Senior Budget & Grants Analyst	\$81,986.22	\$39.42	\$94,287.88	\$45.33	\$106,589.54	\$51.24	Monthly
71	Senior Contracts Administrator	\$81,986.22	\$39.42	\$94,287.88	\$45.33	\$106,589.54	\$51.24	Monthly
72	Senior Economist	\$93,368.37	\$44.89	\$107,376.30	\$51.62	\$121,384.22	\$58.36	Monthly
73	Senior Graphic Designer	\$67,805.34	\$32.60	\$77,973.67	\$37.49	\$88,142.00	\$42.38	Monthly
74	Senior Human Resources Analyst	\$84,787.79	\$40.76	\$97,516.10	\$46.88	\$110,244.41	\$53.00	Monthly
75	Senior Management Analyst	\$83,646.80	\$40.21	\$96,197.63	\$46.25	\$108,748.45	\$52.28	Monthly
76	Senior Operations Technician	\$65,649.99	\$31.56	\$75,489.52	\$36.29	\$85,329.05	\$41.02	Monthly
77	Senior Programmer Analyst	\$90,886.60	\$43.70	\$104,510.95	\$50.25	\$118,135.29	\$56.80	Monthly
78	Senior Regional Planner	\$83,037.14	\$39.92	\$95,493.82	\$45.91	\$107,950.50	\$51.90	Monthly
79	Senior Regional Planner Specialist	\$102,074.92	\$49.07	\$117,378.14	\$56.43	\$132,681.37	\$63.79	Monthly
80	Transportation Modeler I	\$63,830.21	\$30.69	\$73,404.74	\$35.29	\$82,979.27	\$39.89	Monthly
81	Transportation Modeler II	\$75,474.55	\$36.29	\$86,798.40	\$41.73	\$98,122.25	\$47.17	Monthly
82	Transportation Modeler III	\$89,068.51	\$42.82	\$102,435.47	\$49.25	\$115,802.42	\$55.67	Monthly
83	Transportation Modeler IV	\$102,074.92	\$49.07	\$117,378.14	\$56.43	\$132,681.37	\$63.79	Monthly
84	Transportation Modeling Prog Mgr	\$109,205.74	\$52.50	\$125,590.61	\$60.38	\$141,975.48	\$68.26	Monthly
85	Web/Graphic Designer	\$66,149.74	\$31.80	\$76,070.97	\$36.57	\$85,992.19	\$41.34	Monthly



900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Phone: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104
El Centro, CA 92243
Phone: (760) 353-7800

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 1233
Orange, CA 92868
Phone: (714) 542-3687

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Phone: (951) 784-1513

SAN BERNARDINO COUNTY

Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Phone: (909) 806-3556

VENTURA COUNTY

950 County Square Dr., Ste. 101
Ventura, CA 93003
Phone: (805) 642-2800

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization and council of governments. To better serve the 18 million residents and 191 cities it represents, SCAG has an office in each of its six member counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. For more information about SCAG call (213) 236-1800 or visit us at www.scag.ca.gov.

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 3
March 1, 2018

To: Executive Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning, (213) 236-1835,
Ajise@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Hosana Khehuth", is written over a light blue rectangular stamp area.

Subject: Authorization to Accept Grant for SCAG 2017
Disadvantaged Communities Planning Initiative and
Approve Notice of Exemption

RECOMMENDED ACTION:

SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-1 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Disadvantaged Communities Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-2. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:

SCAG staff seeks authorization to accept \$1,150,000 in California Active Transportation Program (ATP) funds to develop six (6) active transportation plans in disadvantaged communities. To accept ATP funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:

In coordination with cities across the region, SCAG plans to implement a local active transportation planning initiative across the region, involving the following activities:

- Six (6) active transportation plans in disadvantaged communities;
- A pilot methodology to deliver low-cost local plans across the region

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve developing Active Transportation Plans in six cities within the SCAG region, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project would involve developing temporary demonstration projects as part of the community outreach process that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerks of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 4, 2018. It is anticipated that the Project would be implemented beginning in May 2018 and completed by June 2020.

FISCAL IMPACT:

Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of \$1,350,000, with \$1,150,000 of California Active Transportation Program funds and \$200,000 of SCAG in-kind (non-federal) match for project management support.

ATTACHMENT/S:

1. Proposed Resolution No. 18-598-1 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the SCAG 2017 Disadvantaged Communities Planning Initiative
3. Proposed Resolution No. 18-598-2 authorizing SCAG to manage the award

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO: 18-598-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE NOTICE OF EXEMPTION FOR THE SCAG ACTIVE TRANSPORTATION DISADVANTAGED COMMUNITIES PLANNING INITIATIVE

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on December 8, 2016,, the California Transportation Commission awarded SCAG \$1,150,000 in Active Transportation Program funds to develop active transportation plans for six (6) disadvantaged communities; and

WHEREAS, , the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-2; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Develop active transportation plans in six (6) disadvantaged communities; and (2) establish a cost effective model for developing plans in DACs that leverages Go Human resources and SCAG modeling tools

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerks for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section i 5062.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing active transportation plans for cities within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;
2. The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
3. The project would include education, encouragement campaigns, outreach and media strategies involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 - Educational or Training Programs Involving No Physical Changes
4. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study

for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Clerks for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

County Clerks of Imperial, Los Angeles,
Orange, Riverside, San Bernardino
And Ventura Counties

Project Title: Southern California Association of Governments (SCAG) Disadvantaged Communities Planning Initiative

Project Location: Los Angeles County; Orange County; Riverside County; San Bernardino County, Ventura County

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop six (6) active transportation plans in disadvantaged communities and “pilot” an innovative planning methodology to help deliver low-cost, local plans across the region by leveraging regional planning tools (health/active transportation models and active transportation database) and SCAG Go Human engagement resources.

Disadvantaged communities in the SCAG region often lack quality active transportation infrastructure and face safety challenges. Without plans, these communities are at a disadvantage when applying for funding to address these deficiencies. In the SCAG region, only 26% of cities have bicycle plans and 11% have pedestrian plans.

Each plan will be developed using a combination of traditional and innovative stakeholder outreach to reach disadvantaged community members. Outreach will involve community meetings and direct engagement with existing forums such as faith-based organizations as well as a tactical urbanism demonstration projects held in conjunction with a community event.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines §

15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes

☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing active transportation plans in Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection
- The project would include education, encouragement campaigns, outreach and media strategies involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 -Educational or Training Programs Involving No Physical Changes
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

Project Approval Date: SCAG's Regional Council Approved the project on March 1, 2018
The California Transportation Commission awarded funding for this project on December 8, 2016

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov

Project Contact Person:	Phone Number:	Fax Number:	Email:
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
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RESOLUTION NO: 18-598-2
A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS AUTHORIZING THE
ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION
PLANNING GRANT FUNDS FOR THE SCAG ACTIVE
TRANSPORTATION DISADVANTAGED COMMUNITIES
PLANNING INITIATIVE

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on December 8, 2016, SCAG was awarded \$1,150,000 in grant funds from the California Active Transportation program to develop active transportation plans for six disadvantaged communities; and

WHEREAS, SCAG will be releasing a call for projects in coordination with the Sustainability Planning Grants program to select the six disadvantaged communities to take part in the project; and

WHEREAS, the primary goals of the Project are to (1) develop active transportation plans for six disadvantaged communities within the SCAG region; and (2) establish a cost effective model for developing plans in DACs that leverages Go Human resources and SCAG modeling tools.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that:

1. The Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$1,150,000 to support the SCAG Active Transportation Disadvantage Communities Planning Initiative; and

2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Active Transportation Disadvantaged Communities Planning Initiative.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 4
March 1, 2018

To: Executive Administration Committee (EAC)
Regional Council (RC)
From: Kome Ajise, Director of Planning (213) 236-1835,
Ajise@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

A handwritten signature in blue ink, appearing to read "Howard K. Huth", is written over a light blue rectangular stamp area.

Subject: Authorization to Accept Grant for Exposition Park Active
Transportation Plan and to Approve Notice of Exemption

RECOMMENDED ACTION:

SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-3 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the Exposition Park Active Transportation Plan, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-4. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:

SCAG seeks to accept and manage \$200,000 in California Active Transportation Program (ATP) funds ("Grant Funds") to manage the Exposition Park Active Transportation Plan ("Project"), awarded originally to the Office of Exposition Park Management on March 16, 2017 through the ATP Metropolitan Planning Organization Component, but the Office relinquished to SCAG in January 2019. As part of acceptance of the Grant Funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:

In coordination with the Office of Exposition Park Management, SCAG will be developing an active transportation plan for the Exposition Park area of Los Angeles. Specifically, the Project aims to:

- a) Develop an existing conditions report
- b) Perform a local survey
- c) Conduct public outreach and community planning
- d) Develop a final active transportation plan

Prior to Caltrans allocating the awarded Grant Funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a Notice of Exemption (NOE) pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the Office of Planning and Research (OPR) and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- **CEQA Guidelines §15301(c) – Existing Facilities:** The Project would involve developing an active transportation plan for the Exposition Park area of the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- **CEQA Guidelines §15306- Information Collection:** The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and
- **CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:** The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and Los Angeles County Clerk for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 5, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:

Work associated with this item will be included in Fiscal Year 2019 Overall Work Program. The project is fully funded at \$240,000, with \$200,000 coming from California Active Transportation Program funds, and \$40,000 in in-kind local match.

ATTACHMENT/S:

1. Proposed Resolution No. 18-598-3 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the Exposition Park Active Transportation Plan
3. Proposed Resolution No. 18-598-4 authorizing SCAG to manage the award
4. Relinquishment letter from Office of Exposition Park Management.

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO: 18-598-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE NOTICE OF EXEMPTION FOR THE EXPOSITION PARK ACTIVE TRANSPORTATION PLAN

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, on March 16, 2017, the Office of Exposition Park Management was awarded \$200,000 in State Active Transportation Program funds (Grant Funds) to develop the Exposition Park Active Transportation Plan (Project);

WHEREAS, the Office of Exposition Park Management requested that SCAG assume responsibility for managing the Grant Funds and associated Project, and submitted its letter of relinquishment of the Grant Funds to the California Department of Transportation (Caltrans) on January 9, 2018, a copy of which is attached to this Proposed Resolution as Exhibit "A";

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-4; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Develop an active transportation plans within and in the vicinity of Exposition Park in the City of Los Angeles; and (2) seek resident and stakeholder engagement through a community planning process.

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Los Angeles, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing an active transportation plan for Exposition Park, within the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;
2. The Project could involve developing temporary demonstration projects that would exist for a limited duration (less than three days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
3. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Los Angeles County Clerk

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Project Title: Exposition Park Active Transportation Plan Development

Project Location: Los Angeles County

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop an active transportation plan for Exposition Park, within the City of Los Angeles. Exposition Park does not have a current Active Transportation Plan, and the 1993 Expo Master Plan does not include an active transportation plan, and does not sufficiently address residential and commercial growth. There is a need to promote multi-modal travel with a clear system of walkways, links to bikeways and transit, as well as improved wayfinding, safe linkages to parks, schools and other safe havens such as community clinics, wellness centers and Exposition Park itself.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e)– Minor Alterations to Land; CEQA Guidelines §15306 – Information Collection; and CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes.
- ☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a

significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing active transportation plan for Exposition Park and vicinity, within the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than 30 days) on existing rights of way, as set forth in the exemption under CEQA Guidelines §15304 (e) - Minor Alterations to Land;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and
- The Project would consist of educational and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322- Educational and Training Programs Involving No Physical Changes.

Proposed Project Approval Date: SCAG's Regional Council Approved the Project on March 1, 2018. The California Transportation Commission awarded funding for this Project on March 16, 2017.

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO: 18-598-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE EXPOSITION PARK ACTIVE TRANSPORTATION PLAN

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, on March 16, 2017, the Office of Exposition Park Management was awarded \$200,000 in State Active Transportation Program funds (Grant Funds) to develop the Exposition Park Active Transportation Plan (Project);

WHEREAS, the Office of Exposition Park Management requested SCAG assume responsibility for managing the Grant Funds and associated Project, and submitted its letter of relinquishment of the Grant Funds to the California Department of Transportation (Caltrans) on January 9, 2018, a copy of which is attached to this Resolution as Exhibit "A"; and

WHEREAS, the primary goals of the Projects are to (1) Develop an active transportation plans within and in the vicinity of Exposition Park located in the City of Los Angeles; and (2) seek resident and stakeholder engagement through a community planning process.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$200,000 to support the Exposition Park Active Transportation Plan development; and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the development of the Exposition Park Active Transportation Plan.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel



January 9th, 2018

Office of Exposition Park Management
700 Exposition Park Drive
Los Angeles, CA 90037
(213)744-7458

Dale Benson
District 7 Bicycle and Pedestrian Coordinator
ATP, SRTS, SR2S, HSIP, EEM, BTA Coordinator
Senior Transportation Engineer
Office of Local Assistance
California Department of Transportation
100 S. Main Street
Los Angeles, Ca 90012

Project ID:
CTC ID:
Exposition Park
Active Transportation
Plan

RE: Strategic ATP 360: Comprehensive Active Transportation Plan for Exposition Park

Dear Mr. Benson:

We are writing to you regarding Cycle 3 ATP, Project ID EXPOP_ATP17-01, CalTrans District 7. The Office of Exposition Park Management (OEPM) relinquishes this project to the Southern California Association of Governments (SCAG).

This project includes four components:

1. Developing an Active Transportation Plan for Exposition Park
2. Generating an existing conditions report, collecting bicycle, pedestrian and public health data for the project area.
3. The launch of a community engagement process including a survey project, outreach to local community institutions, community tours and a charrette process.
4. Finalizing and approving Active Transportation Plan for Exposition Park

We appreciate your assistance on this matter. Should you have any questions, please contact Vanessa Esparza on my staff at Vanessa.Esparza@expositionpark.ca.gov or at 213.744.2450.

Sincerely,

Ana M. Lasso,
General Manager,
Office of Exposition Park Management

Office of Exposition Park Management
700 Exposition Park Drive
Los Angeles, CA 90037

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 5
March 1, 2018

To: Executive Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning, (213) 236-1835,
Ajise@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Kome Ajise", is written over a light blue rectangular background.

Subject: Authorization to Accept Grant for SCAG 2017 Local Active
Transportation Planning Initiative and Approve Notice of
Exemption

RECOMMENDED ACTION:

SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-5 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Local Active Transportation Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-6. The Energy and Environment Committee previously recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:

SCAG seeks authorization to accept \$1,289,000 in California Active Transportation Program (ATP) funds ("Grant Funds") for a local active transportation planning initiative to manage seven projects competitively selected by SCAG through the Sustainability Planning Grant Program: 2017 Active Transportation Call for Proposals (hereinafter the "Project"). To accept the Grant funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:

In coordination with cities across the region, SCAG will be implementing a local active transportation planning initiative across the region. Specifically, the Grant aims to perform:

- a) A Complete Streets Plan for the City of Fullerton
- b) A Safe Routes to School (SRTS) Plan for the City of La Puente
- c) A Citywide Pedestrian Safety Plan and SRTS Plan for the City of Palm Springs
- d) An Active Transportation Plan for the City of San Bernardino
- e) An Active Transportation Plan for the City of Montclair
- f) A SRTS Plan for the City of San Gabriel
- g) An Active Transportation Plan for the Soboba Band of Indians in the San Jacinto vicinity

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a Notice of Exemption or “NOE” pursuant to CEQA Guidelines Section 15062, to which the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the Office of Planning and Research (OPR) and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- **CEQA Guidelines §15301(c) – Existing Facilities:** The Project would involve implementing Safe Routes to School programs in the Cities of La Puente, Palm Springs and San Gabriel, that could

foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- **CEQA Guidelines §15301(c) – Existing Facilities:** The Project would involve developing Active Transportation Plans in the Cities of Montclair, San Bernardino, San Jacinto and a Complete Streets Plan for the City of Fullerton, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- **CEQA Guidelines §15306- Information Collection:** The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and
- **CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:** The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerks of Los Angeles, Orange, Riverside and San Bernardino Counties for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 4, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:

Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of \$1,529,000, with \$1,289,000 coming from California Active Transportation Program funds and \$240,000 of SCAG in-kind (non-federal) match for project management support.

ATTACHMENT/S:

1. Proposed Resolution No. 18-598-5 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the SCAG 2017 Local Active Transportation Planning Initiatives
3. Proposed Resolution No. 18-598-6 authorizing SCAG to manage the award



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO: 18-598-5

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
NOTICE OF EXEMPTION FOR THE SCAG ACTIVE
TRANSPORTATION LOCAL PLANNING INITIATIVE**

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, SCAG released a call for applications in coordination with the Agency's Sustainability Planning Grant program;

WHEREAS, , the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-6; and

WHEREAS, the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto) applied for grants totaling \$1,289,000 in the Active Transportation Program through SCAG's Sustainable Planning Grant program;

WHEREAS, on January 31st, 2018, SCAG was awarded \$1,289,000 in grant funds (Grant Funds) from the California Active Transportation program to develop an Active Transportation Local Planning Initiative (Project) based upon proposals submitted by the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto);

WHEREAS, the Cities La Puente, San Jacinto (Soboba Band of Luiseno Indians), Palm Springs, Fullerton, San Bernardino, San Gabriel, and Montclair requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective city projects;

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1st, 2018 pursuant to a Proposed Resolution;

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020;

WHEREAS, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds;

WHEREAS, the primary goals of the Projects are to (1) Develop active transportation plans for the cities of San Bernardino, Montclair, and San Jacinto; (2) develop a complete streets plan for the city of Fullerton; and (3) develop Safe Routes to School plans for cities of La Puente, Palm Springs and San Gabriel;

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and Clerks for the Counties of Los Angeles, Riverside, San Bernardino, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

NOW THEREFORE, BE IT RESOLVED that the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing active transportation plans in the Cities of Montclair and of San Bernardino within San Bernardino County, and within San Jacinto (Soboba Band of Luiseno Indians) within Riverside County that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

2. The Project would involve developing Safe Routes to School plans in the Cities of La Puente and San Gabriel within Los Angeles County, and the City of Palm Springs, within Riverside County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
3. The Project would involve developing a pedestrian plan in the City of Palm Springs, within Riverside County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
4. The Project would involve developing Complete Streets Plan in the City of Fullerton within Orange County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
5. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
6. The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

BE IT FURTHER RESOLVED THAT:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Clerks for the counties of Los Angeles, Riverside and San Bernardino, for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

County Clerks of Los Angeles,
Orange, Riverside and San Bernardino
Counties

Project Title: Southern California Association of Governments (SCAG) Local Active Transportation Planning Initiative

Project Location: Los Angeles County (City of La Puente, City of San Gabriel); Orange County (City of Fullerton); Riverside County (City of Palm Springs, City of San Jacinto); San Bernardino County (City of Montclair, City of San Bernardino)

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop active transportation Plans, Safe Routes to School Plans and Complete Streets Plans for seven (7) cities in the SCAG region.

The goal is two-fold: 1) increase safety, particularly for bicyclists and pedestrians in the proposed project areas through education in the short-term and to develop long-term plans for potential active transportation strategies; and 2) increase the number of people walking and biking.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15306 – Information Collection. Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a

significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing:
 - Safe Routes to School plans in the Cities of La Puente and San Gabriel within Los Angeles County, and
 - the City of Palm Springs, within Riverside Countythat could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project would involve developing:
 - active transportation plans in the Cities of Montclair and of San Bernardino within San Bernardino County, and within San Jacinto (Soboba Band of Luiseno Indians) within Riverside County;
 - a pedestrian plan in the City of Palm Springs, within Riverside County; and
 - a Complete Streets plan in the City of Fullerton within Orange County,that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

Project Approval Date: SCAG's Regional Council Approved the Project on March 1, 2018. The California Transportation Commission awarded funding for this Project on January 31, 2018.

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO. 18-598-6

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE SCAG ACTIVE TRANSPORTATION LOCAL PLANNING INITIATIVE

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, SCAG released a call for applications in coordination with the Agency's Sustainability Planning Grant program;

WHEREAS, the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto) applied for grants totaling \$1,289,000 in the Active Transportation Program through SCAG's Sustainable Planning Grant program;

WHEREAS, on January 31st, 2018, SCAG was awarded \$1,289,000 in grant funds from the California Active Transportation program (Grant Funds) to develop an Active Transportation Local Planning Initiative (Project) based upon the proposals submitted by the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto);

WHEREAS, the Cities La Puente, San Jacinto (Soboba Band of Luiseno Indians), Palm Springs, Fullerton, San Bernardino, San Gabriel, and Montclair requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective city projects;

WHEREAS, the primary goals of the Projects are to (1) develop active transportation plans for the cities of San Bernardino, Montclair, and San Jacinto; (2)

develop a complete streets plan for the city of Fullerton; and (3) develop Safe Routes to School plans for cities of La Puente, Palm Springs and San Gabriel;

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$1,289,000 to support the Project; and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Project.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 6
March 1, 2018

To: Executive Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning, (213) 236-1835,
Ajise@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Kome Ajise", is written over a light blue rectangular background.

Subject: Authorization to Manage Grant for SCAG 2017 Safety and
Encouragement Campaign (Phase 2), and Approve Notice
of Exemption

RECOMMENDED ACTION:

SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-7 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Safety and Encouragement Campaign (Phase 2), subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-8. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:

SCAG staff seeks authorization to accept \$320,000 in California Active Transportation Program (ATP) funds for Safety and Encouragement Campaign (phase 2) to manage two projects competitively selected by SCAG through the Sustainability Planning Grant Program: 2017 Active Transportation Call for Proposals. To accept ATP funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective E: Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective D; Promote and engage partners in a cooperative regional approach to problem-solving.

BACKGROUND:

In coordination with cities, SCAG plans to implement a Safety and Encouragement campaign involving management of the following two projects:

- a) A bicycle-pedestrian Safety Awareness Campaign in the City of Beverly Hills
- b) The study and evaluation of temporary safety enhancements along Prospect Avenue in the City of Hermosa Beach.

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the County Clerk for Los Angeles County, in which the project will be located after approval of this project. Submission of the NOE to the OPR and the Los Angeles County Clerk completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way along Prospect Avenue in within the City of Hermosa Beach, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource with the project areas. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved,

adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs involving no physical changes in the area affected, the City of Beverly Hills, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerk of Los Angeles County for a 30-day public inspection period, which will begin on or around March 2, 2018 and end on or around April 2, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:

Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of \$403,000, with \$320,000 of California Active Transportation Program funds, \$55,000 of SCAG in-kind (non-federal) match for project management support, and \$28,000 of local return funds.

ATTACHMENT/S:

1. Proposed Resolution No. 18-598-7 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption
3. Proposed Resolution No. 18-598-8 authorizing SCAG to accept and manage the award.

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO: 18-598-7

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE
NOTICE OF EXEMPTION FOR THE 2017 REGIONAL ACTIVE
TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN (Phase 2)**

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 supporting the development of a regional pedestrian and bicycle safety initiative in partnership with member agencies, the county transportation commissions and other stakeholders; and

WHEREAS, on January 31st, 2018, SCAG was awarded \$320,000 in grant funds from the California Active Transportation program to develop safety and encouragement campaigns; and

WHEREAS, SCAG released a call for applications in coordination with the Sustainability Planning Grant program; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach applied for a total of \$320,000 in Active Transportation Program funds through SCAG's Sustainable Planning Grant program for safety campaign and a safety study, respectively; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach requested SCAG assume responsibility for managing the safety campaign and safety study

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1st, 2018 pursuant to Proposed Resolution 18-598-8; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Perform a bicycle pedestrian awareness program in the City of Beverly Hills; and (2) Perform safety studies and analysis along Prospect Avenue in the City of Hermosa Beach.

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and Section 15322- Educational or Training Programs Involving No Physical Changes; and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Los Angeles County Clerk, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section i 5062.

NOW THEREFORE, BE IT RESOLVED that the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing a safety study along Prospect Avenue within the City of Hermosa Beach, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;
2. The Project may involve developing temporary demonstration projects that would exist for a limited duration (less than thirty days) on existing rights of way within the City of Hermosa Beach, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
3. The project would include education, encouragement campaigns, outreach and media strategies within the City of Beverly Hills, involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 -Educational or Training Programs Involving No Physical Changes;

4. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

BE IT FURTHER RESOLVED THAT:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Los Angeles County Clerk

Project Title: Southern California Association of Governments (SCAG) Safety and Encouragement Campaign (Phase 2)

Project Location: Los Angeles County (City of Beverly Hills, City of Hermosa Beach);

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to test active transportation safety enhancements and safety awareness plans.

The goal is two-fold: 1) increase safety, particularly for bicyclists and pedestrians in the proposed project areas through education in the short-term and to develop long-term plans for potential active transportation safety; and 2) increase the number of people walking and biking.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes
- ☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing a safety study along Prospect Avenue in the City of Hermosa Beach, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection
- The Project may involve developing temporary demonstration projects within the City of Hermosa Beach that would exist for a limited duration (less than thirty days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs as part of the Safety and Encouragement Campaign in the City of Beverly Hills within Los Angeles County involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

Project Approval Date: SCAG's Regional Council Approved the project on March 1, 2018

The California Transportation Commission awarded funding for this project on January 31, 2018

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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RESOLUTION NO: 18-598-8

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE SCAG ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN (PHASE 2)

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

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Margaret E. Finlay, Duarte

Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on January 31st, 2018, SCAG was awarded \$320,000 in grant funds from the California Active Transportation program to develop safety and encouragement campaigns; and

WHEREAS, SCAG released a call for applications in coordination with the Sustainability Planning Grant program; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach applied for \$320,000 in Active Transportation Program funds through SCAG's Sustainable Planning Grant program for safety campaigns and a safety study, respectively; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach requested that SCAG assume responsibility for managing their respective projects; and

WHEREAS, the primary goals of the Projects are to (1) develop a Bicyclists – Pedestrian awareness campaign for the City of Beverly Hills; and (2) Develop a safety analysis and potential solutions along Prospect Avenue within the City of Hermosa Beach.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$320,000 to support the SCAG Active Transportation Safety and Encouragement Campaign (phase 2); and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Active Transportation Safety and Encouragement Campaign.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 7
March 1, 2018

MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, DECEMBER 7, 2017

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ ADMINISTRATION COMMITTEE (EAC).

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its meeting at 818 W. 7th Street, Los Angeles, CA 90017. A quorum was present.

Members Present

Hon. Margaret E. Finlay, <i>Chair</i>	<i>Duarte</i>	District 35
Hon. Alan Wapner, <i>1st Vice Chair</i>	<i>Ontario</i>	SBCTA
Hon. Bill Jahn, <i>2nd Vice Chair</i>	<i>Big Bear Lake</i>	District 11
Hon. Michele Martinez, <i>Imm.Past President</i>	<i>Santa Ana</i>	District 16
Hon. Vartan Gharpetian, <i>Vice Chair, CEHD</i>	<i>Glendale</i>	District 42
Sup. Curt Hagman, <i>Chair, TC</i>		San Bernardino County
Hon. Randon Lane, <i>Vice Chair, TC</i>	<i>Murrieta</i>	District 5
Hon. Sabrina LeRoy	<i>San Manuel Band of M. Indians</i>	Tribal Govt Regl Plng Board
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
Hon. Clint Lorimore, <i>Chair, LCMC</i>	<i>Eastvale</i>	District 4
Sup. Linda Parks, <i>Vice Chair, EEC</i>		Ventura County
Hon. Greg Pettis, <i>Vice Chair, LCMC</i>	<i>Cathedral City</i>	District 2
Hon. Carmen Ramirez, <i>Chair, EEC</i>	<i>Oxnard</i>	District 45
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1

Members Not Present

Hon. Rex Richardson, <i>Chair, CEHD</i>	<i>Long Beach</i>	District 29
Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC

Staff Present

Hasan Ikhata, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Deputy Executive Director
Basil Panas, Chief Financial Officer
Kome Ajise, Planning Director
Art Yoon, Director of Policy and Public Affairs
Julie Loats, Chief Information Officer
Joe Silvey, General Counsel
Joann Africa, Chief Counsel/Director of Legal Services
Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Margaret Finlay, called the meeting to order at 9:02 a.m. and asked Debbie Dillon, Deputy Director of Administration, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comment cards received.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of agenda items.

EXECUTIVE DIRECTOR'S REPORT**Sacramento Update and SB 375 Target Status Update**

Hasan Ikhata, Executive Director, reported that he, along with Chief Operating Officer Darin Chidsey and Director of Planning Kome Ajise, attended the December 14, 2017 California Air Resources Board (ARB) meeting in Sacramento. He stated that SCAG was joined by other major metropolitan planning organizations in the country to support the region's position on the 19% GHG reduction targets for 2015. Mr. Ikhata reported the ARB staff presented an approach to target-setting that is consistent with SCAG's position. He complimented the ARB staff for their collaboration to resolve the gap between the regions' targets and the 25% requirement in the Scoping Plan and the work towards a statewide process that could lead to further GHG reduction across the state.

SB 1 Implementation Update

Mr. Ikhata encouraged all member agencies to take advantage of available SB 1 resources. He stated the agency is ensuring that the SB 1 Planning Grants are going to worthy projects while encouraging participation for the Call for Projects. With respect to SB 1 Competitive Programs, the agency is collaborating with the California Transportation Commissions and relevant jurisdictions to identify projects for the Trade Corridors Program and similarly, the Congested Corridors Program.

Lastly, he announced that the Executive Director's Monthly Report for February 2018 is available online at: <http://www.scag.ca.gov/about/Pages/ExecutiveDirectorReport.aspx>

PRESIDENT'S REPORT

Presentation by City of Los Angeles Mayor Eric Garcetti at the Regional Council Meeting, February 1, 2018

Chair Margaret Finlay asked the members to invite their respective Policy Committee members to stay for lunch and hear a presentation by City of Los Angeles Mayor Eric Garcetti who will provide a presentation regarding LA 2028 during the first portion of the Regional Council meeting.

SCAG's New Headquarters Office

Chair Finlay expressed appreciation for Debbie Dillon, Deputy Director of Administration, and her staff for a seamless move to the new office. She stated the new technological advancements in this building will improve our videoconferencing and communications capabilities; meets new seismic standards and is LEED certified.

SCAG Advocacy Trip to Sacramento

Chair Finlay encouraged members to attend the legislative trip to Sacramento, March 7-8, 2018 and reminded to notify staff as soon as possible so hotel accommodations could be arranged in advance as there is an anticipated shortage of hotel rooms for the swearing-in ceremony of Senator Toni G. Atkins (D-San Diego) as the next President pro Tempore.

ACTION/DISCUSSION ITEMS

1. SCAG Strategic Plan

Chair Finlay introduced the item and asked Past President Michele Martinez and Chief Operating Officer Darin Chidsey to provide background information.

A MOTION was made (Martinez) to approve the SCAG's updated 2018 Strategic Plan Vision, Mission, Core Values, Goals and Objectives as recommended by the President's Strategic Plan Committee. Motion was SECONDED (Jahn) and passed by the following votes:

FOR: Finlay, Hagman, Jahn, Gharpetian, LeRoy, Lorimore, Martinez, Parks, Pettis, Ramirez, Viegas-Walker and Wapner (12).

AGAINST: None (0).

ABSTAIN: None (0).

2. Resolution No. 18-597-1 Regarding Amendment 5 to the FY 2017-18 Overall Work Program (OWP)

A MOTION was made (Viegas-Walker) to adopt Resolution No. 18-597-1 approving Amendment 5 to the Fiscal Year 2017-18 (FY18) Overall Work Program (OWP) and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans). Motion was SECONDED (Lane) and passed by the following votes:

FOR: Finlay, Hagman, Jahn, Gharpetian, Lane, LeRoy, Lorimore, Martinez, Parks, Pettis, Ramirez, Viegas-Walker and Wapner (13).

AGAINST: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Items

3. Minutes of the January 11, 2018 Special Meeting
4. Minutes of the December 7, 2017 Regular Meeting
5. SCAG Memberships and Sponsorships
6. H.R. 4667 (Frelinghuysen) – Supplemental Appropriations for Disaster Assistance – SUPPORT
7. Contracts \$200,000 or Greater: Contract No. 18-001-B50, Safe Routes to School Program for San Bernardino County

Receive and File

8. Purchase Orders more than \$5,000 but less than \$200,000; Contracts more than \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000
9. State and Federal Legislative Monthly Update

A MOTION was made (Martinez) to approve the Consent Calendar, Agenda Item Nos. 3-9, Motion was SECONDED (Gharpetian) and passed by the following votes:

FOR: Finlay, Hagman, Jahn, Gharpetian, Lane, LeRoy, Lorimore, Martinez, Parks, Pettis, Ramirez, Viegas-Walker and Wapner (13).

AGAINST: None (0).

ABSTAIN: None (0).

CFO MONTHLY REPORT

Basil Panas, CFO, provided an update regarding the CFO Monthly Report, including a status update of the ongoing Caltrans audit.

FUTURE AGENDA ITEMS

Immediate Past President Michele Martinez asked to consider for a future presentation by the University of California in Irvine's Innovations Initiative Program. Staff acknowledged and noted the request.

ANNOUNCEMENTS

There were no announcements given.

ADJOURNMENT

There being no further business, Chair Finlay adjourned the meeting at 10:05 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

Executive/Administration Committee (EAC) Attendance Report

2018

	MEMBERS	CITY	Representing	Jan (SpM)	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total Mtgs Attended To Date
1	Finlay, Margaret (CHAIR)	Duarte	District 35	1	1											2
2	Wapner, Alan (1st VICE CHAIR)	Ontario	SBCTA	1	1											2
3	Jahn, Bill (2nd VICE CHAIR)	Santa Ana	District 11	1	1											2
4	Martinez, Michele (Imm. Past Chair)	Santa ana	District 16	1	1											2
5	Richardson, Rex (CEHD Chair)	Long Beach	District 29	0	0											0
6	Gharpetian, Vartan (CEHD Vice Chair)	Glendale	District 42	1	1											2
7	Hagman, Curt (TC Chair)		San Bernardino County	1	1											2
8	Lane, Randon (TC Vice Chair)	Murrieta	District 5	0	1											1
9	Ramirez, Carmen (EEC Chair)	Oxnard	District 45	1	1											2
10	Parks, Linda (EEC Vice Chair)		Ventura County	1	1											2
11	Lorimore, Clint (LCMC Chair)	Eastvale	District 4	1	1											2
12	Pettis, Greg (LCMC Vice Chair)	Cathedral City	District 2	1	1											2
13	Lewis, Randall (Ex-Officio Member)		Business Representative	1	1											2
14	Le Roy, Sabrina	SMB of Mission Indians	Tribal Govt Plng Board	0	1											1
15	Viegas-Walker, Cheryl	El Centro	District 1	1	1											2
16	Becerra, Glen	Simi Valley	District 46	1	0											1
17	O'Connor, Pam	Santa Monica	District 41	1	0											1
18	Harnik, Jan	Palm Desert	RCTC	1	0											1

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 8
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Horacio Hernandez", is written over the "EXECUTIVE DIRECTOR'S APPROVAL" text.

Subject: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended approval of up to \$31,500 in memberships for: 1) Mobility 21 (\$25,000) and 2) Coalition for America's Gateways & Trade Corridors (\$6,500); and \$5,000 in sponsorships for the Mobility 21 2018 Summit.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Item 1: Mobility 21

Type: Membership **Amount:** \$25,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California's transportation challenges.
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels.
- Unite political leaders around common priorities for transportation.
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation.

SCAG is a founding member of Mobility 21.

Item 2: Coalition for America's Gateways & Trade Corridors**Type:** Membership **Amount:** \$6,500

The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities.

As a founding member, SCAG's participation in CAGTC was the result of the perennial Board-adopted goal to seek a federal freight funding partnership. As a member of CAGTC, SCAG has the opportunity to help shape national freight policy and legislation with the organization. Regional Council Board Officers regularly travel to Washington, DC to attend their meetings and conferences. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportation (DOTs), MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are members of CAGTC.

Item 3: Mobility 21 2018 Summit**Type:** Sponsorship **Amount:** \$5,000

Mobility 21 will be holding their annual summit on Friday, October 19, 2018 at the JW Marriott at L.A. Live in downtown Los Angeles. This annual event brings together public and private stakeholders to address the region's transportation priorities and improve mobility for all that live, work, and play in Southern California.

SCAG has sponsored this event in the past and staff is recommending sponsorship at the "Gold" level in the amount of \$5,000, which includes the following benefits:

- Registration and reserved seating for five (5) attendees at the general sessions and luncheon;
- Attendance for one (1) representative at an exclusive VIP reception with Mobility 21's Board of Directors, speakers, and other guests;
- Exhibitor table at the Mobility 21 Expo with listing as an exhibitor on Mobility 21's website;
- Logo visibility on the conference sponsor slide show, event program and other Summit materials, and inclusion in pre-conference advertising (both print and electronic); and
- A half-page advertisement in the Summit program.

FISCAL IMPACT:

\$36,500 for memberships and sponsorships is included in the approved FY 17-18 General Fund budget.

ATTACHMENT(S):

None

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 9
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: 2018 State & Federal Legislative Priorities

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

Each year, the Regional Council adopts legislative priorities for the state and federal legislative session for that year. The staff-recommended state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The Legislative/Communications & Membership Committee (LCMC) recommended at its meeting on February 20, 2018 that the Regional Council adopt the attached slate of legislative priorities for 2018.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region. At its meeting on February 20, 2018, the LCMC recommended that the Regional Council adopt the attached slate of state and federal legislative priorities for 2018, which encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The policy and issue areas covered include:

State

Transportation Funding
Freight & Goods Movement
Cap & Trade
Housing/Affordable Housing

Active Transportation
Transportation Technology
Project Streamlining
Public-Private Partnerships

Federal

Transportation Funding
Freight & Goods Movement
Transportation Technology
Project Streamlining

ATTACHMENT:

Draft SCAG 2018 State & Federal Legislative Priorities

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2018 State & Federal Legislative Priorities

ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a bottoms-up process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

State

Transportation Funding

- Support and preserve existing sources of transportation funding and revenue.
- Protect all existing and new sources of transportation funding from borrowing or use for any purpose other than transportation.
- Support a regional equity component or consideration for additional revenues from any source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
- Support increased funding for transportation projects selected based on applied regional performance metrics.
- Support legislation that would decrease the voter approval threshold—from the current requirement of 67% down to 55%—for the creation, extension, or increase of local transportation tax measures similar to the authority given to school districts.

Freight & Goods Movement

- Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
- Support funding to preserve and maintain transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
- Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Cap & Trade

- Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.
- Support investment priorities that reflect the physical and social realities of the diverse communities across California.
- Support program guidelines and scoring criteria that are sensitive to the needs of all California communities.
- Support state-funded technical assistance to assist communities throughout California to successfully access GGRF resources.

Housing/Affordable Housing

- Support a broad range of proposals that advance incentive-based approaches to expedite the development of both affordable and market-rate housing.
- Support the establishment of a new planning grant that would provide assistance for local jurisdictions to identify locations for housing that are consistent with SB 375 and the Regional Housing Needs Assessment (RHNA).

- Support efforts to provide funding for previously successful housing development programs that are depleted of funds such as voter-approved bond funds like the Infrastructure Infill Grant (IIG) Program and the Transit Oriented Development (TOD) Housing Program.
- Encourage and support incentive-based efforts (e.g., tax incentives) for the development of TODs and/or projects that are consistent with sustainable local growth planning efforts.
- Support the creation and use of innovative financing mechanisms such as Enhanced Infrastructure Finance Districts (EIFD), Community Revitalization and Investment Authorities (CRIA), and transfer of development rights (TDR) programs to fund both affordable and market-rate housing developments.

Active Transportation

- Support expansion and funding of active transportation from all available sources at the state, regional, and local levels for programs including, but not limited to, First/Last Mile Improvements (walk/bike infrastructure to connect transit riders to stations); cycletracks; separated, on-street bike facilities to increase safety; multi-use trails (e.g., along river and utility corridors); Safe Routes to School Programs, including educational programs and infrastructure improvements around schools; and bike-share projects.
- Work with the state and local partners to identify new tools and funding mechanisms to achieve the region's safety targets, including exploring revisions to the California Vehicle Code and Manual on Uniform Traffic Control Devices to allow the DOT and local authorities to explore reducing speed limits when a roadway is found to pose significantly greater risk of injury or death than other roadways due to excessive speeding.

Transportation Technology

- Support the incorporation of new technologies and innovations into the national and state transportation systems such as the next generation of alternatively powered zero/near-zero emission vehicles and autonomous vehicles, aviation technology advancements, advancements in maritime related technologies and commerce, and other emerging technologies that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.
- Secure funding to support and/or exceed the State's electric vehicle (EV) goals.

Project Streamlining

- Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery.
- Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
- Support measures that provide CEQA relief or streamlining for the development of transportation, transit-oriented, infill, and/or housing projects.
- Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes in an effort to expedite legal review of CEQA challenges.

Public-Private Partnerships

- Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and synergistically marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
- Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.

Federal

Transportation Funding

- Support new transportation and infrastructure funding sources that provide additional investment into the national infrastructure and transportation system.
- Support long-term, stable, and sufficient funding sources to balance the Highway Trust Fund and provide funding stability for the future.
- Support new transportation and infrastructure funding sources that augment the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
- Support innovative financing tools, expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and reinstate advance refunding bonds to reduce the cost of transportation investment and debt service costs in order to allow savings to be reinvested in additional transportation infrastructure projects.

Freight & Goods Movement

- Support the continuation of, and increased fund to, discretionary grant opportunities such as the Infrastructure For Rebuilding America (INFRA) and Transportation Investment Generating Economic Recovery (TIGER) grant programs.
- Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
- Support funding to preserve and maintain transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
- Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Transportation Technology

- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.

Project Streamlining

- Support measures that expedite and streamline both project development and delivery.

Southern California Association of Governments
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Agenda Item No. 10
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: AB 1759 (McCarty) – General Plans: Housing Element:
Production Report: Withholding of Transportation Funds

RECOMMENDED ACTION:

Oppose

EXECUTIVE SUMMARY:

At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended an oppose position on Assembly Bill (AB) 1759. This legislation would link a city or county's eligibility for Road Repair and Accountability Act, also known as Senate Bill (SB) 1, funds to its building permit activity relative to the jurisdiction's Regional Housing Needs Assessment (RHNA) allocation. Currently, local jurisdictions are required to submit an annual progress report to the California Department of Housing and Community Development (HCD) that reports on how many building permits have been issued by the jurisdiction for each RHNA income category. Under AB 1759, a jurisdiction would only be eligible for its share of SB 1 funds if it has met the minimum percentage of building permits in each of the RHNA income levels, with the minimum percentage requirements more stringent over the period from 2020 to 2050.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

California planning and zoning law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law requires the city or county, after it has adopted all or part of a general plan, to provide an annual report to the Department of Housing and Community Development (HCD) on the status of the general plan and its progress in meeting the community's share of its regional housing needs. In addition, the law requires the city or county to include in its annual progress report a "production report," which details the number of units of net new housing, including both rental and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy.

Separately, the Road Repair and Accountability Act of 2017, also known as SB 1 (Chapter 5, Statutes of 2017), creates the Road Maintenance Rehabilitation Account. After certain “off the top” allocations are made, 50% of the remaining funds from this account are distributed for maintenance of the state highway system or state highway operation and protection program and the other 50% for apportionment to cities and counties.

AB 1759

Under AB 1759, a jurisdiction would only be eligible to receive its share of SB 1’s Road Maintenance Rehabilitation Account funding if it has met a certain percentage production goal relative to its RHNA allocation. HCD would be required to certify a county or city’s compliance with the production goal starting on June 30, 2022, and by June 30 each year thereafter. The requirement would expire June 30, 2051. Over the lifetime of the bill, the percentage production goal would increase (see chart below).

Reporting Periods	RHNA Production Goal
2020 – 2027	20%
2028 – 2032	40%
2033 – 2038	60%
2039 – 2044	80%
2045 – 2050	100%

The bill would provide that, if HCD determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the State Controller.

For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the apportionment of SB 1 funds that would otherwise be apportioned and distributed for that fiscal year, and deposit those funds in a separate escrow account. The bill would require the Controller to distribute the funds in the escrow account to the applicable city or county only after the city or county is certified to be in compliance by HCD.

Staff recommended that the LCMC forward an oppose position recommendation to the Regional Council for the following reasons:

1. Reneges on SB 1 Deal: When transportation stakeholders supported and advocated for SB 1 to provide new and stable revenue streams for road safety improvements, to fill potholes and repair local streets, highways, and bridges, there were promises that SB 1 funds would only be used for transportation-related purposes. Within those promises was the implication that SB 1 funds would not be held ransom for unrelated policy priorities, regardless of how important those other priorities are.

2. Threatens SB 1 at the Ballot Box: Withholding transportation dollars because a city or county has not yet met its housing production goal relative to its RHNA allocation could give credence to those SB 1 detractors who incorrectly say that these recently passed tax and fee increases are being used for non-transportation purposes. Furthermore, opponents of certain types of land uses that are often associated with RHNA, such as medium or high density developments, could, given AB 1759, seize upon SB 1 repeal efforts as a way to relieve development pressures in their communities. AB 1759 could stoke anti-SB 1 sentiment and further galvanize efforts in support of repeal.
3. Ignores Market Realities: Since 1969, California has required that all cities and counties adequately plan to meet the housing needs of everyone in the community through an extremely detailed housing element process. These plans are subject to state approval by HCD. While local elected officials can plan for housing, they do not control the housing market. Cities and counties do not control investment decisions by developers or landowners. In addition, cities and counties do not control conditions in the national or state economy, interest rates, bank lending requirements, construction labor availability, environmental policies, or other issues that may affect housing production.

At its meeting on February 20, 2018, the LCMC recommended an oppose position on AB 1759.

ATTACHMENT(S):

None

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Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 11
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: SCR 90 (Roth) – Joseph Tavaglione Interchange

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended a support position on Senate Concurrent Resolution (SCR) 90. This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the Department of Transportation to determine the cost of signs showing this special designation and, once donations from non-state sources are secured to cover that cost, to build those signs.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

SCR 90 (<https://goo.gl/GQHbSY>), introduced by Senator Richard Roth (D-Riverside) on January 22, 2018, would recognize Joseph Tavaglione's service on the California Transportation Commission (CTC) and the communities in the Inland Empire. Appointed to serve as member of the CTC by three different governors, Tavaglione has been a dedicated leader from the County of Riverside. Besides his appointment to the CTC, Tavaglione has over 60 years of experience in the construction field and serves as the President of Tavaglione Construction and Development, Inc., a family-owned business that Tavaglione founded in 1960. The Riverside County Transportation Commission (RCTC), Corona Chamber of Commerce, and Inland Empire Economic Partnership (IEEP) have voiced their support for SCR 90. At its February 20, 2018 meeting, the Legislative/Communications and Membership Committee recommended a support position on SCR 90.

ATTACHMENT(S):

None

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 12
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Basil Panas, Chief Financial Officer, (213) 236-1817,
panas@scag.ca.gov

Subject: Purchase Orders more than \$5,000 but less than \$200,000;
Contracts more than \$25,000 but less than \$200,000; and
Amendments \$5,000 but less than \$75,000

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Extti Incorporated	FY18 Legal Services	\$30,000
USC Price School of Pub Policy	FY18 Executive Education Program	\$25,000
CDW Government, Inc.	FY18 HP Maintenance & Support	15,975

SCAG executed the following Contract more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Raimi + Associates (18-001-B19)	The consultant shall provide services for a Sustainability Planning Grant for the City of Moreno Valley (City). Specifically, the consultant shall develop a comprehensive design strategy to evaluate the physical gap between the 60-acre City owned land and activity nodes including medical centers, and existing civic center. The plan will establish uniform visual, sustainability, and cultural character which is lacking, and provide opportunity for commercial & mixed-use development with public gathering places; and enable pedestrian, bicycle and transit all as viable travel options. In	\$147,616

SCAG executed the following Contract more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	addition to planning considerations for a unifying location for a viable town center, the plan will also consider transit connectivity from this location along Alessandro Boulevard to the new Moreno Valley/March Field Metrolink station west of I-215. This plan will further the implementation of Complete Communities which was included as a land use strategy in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	
Blackman & Holberton	As part of SCAG's relocation to its new Los Angeles Headquarters office at 900 Wilshire Boulevard, Los Angeles, CA 90017, staff required the assistance of a consultant to provide move management services.	\$66,597

SCAG executed the Amendment more than \$5,000 but less than \$75,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

ATTACHMENT:
Contract Summaries

CONSULTANT CONTRACT 18-001-B19

**Recommended
Consultant:**

Raimi + Associates, Inc.

**Background &
Scope of Work:**

The consultant shall provide services for a Sustainability Planning Grant for the City of Moreno Valley (City). Specifically, the consultant shall develop a comprehensive design strategy to evaluate the physical gap between the 60-acre City-owned land and activity nodes including medical centers, and existing civic center. The plan will establish uniform visual, sustainability, and cultural character which is lacking; provide opportunity for commercial & mixed-use development with public gathering places; and enable pedestrian, bicycle and transit all as viable travel options. In addition to planning considerations for a unifying location for a viable town center, the plan will also consider transit connectivity from this location along Alessandro Boulevard to the new Moreno Valley/March Field Metrolink station west of I-215. This plan will further the implementation of Complete Communities which was included as a land use strategy in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

**Project's Benefits
& Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- Opportunities and Constraints Technical Memorandum;
- Final Public Outreach Plan/Timeline;
- Three (3) public engagement events and one (1) internal charrette;
- Draft Vision Plan (4 concepts) - Including transit connection strategies; and
- Final Report.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective B: Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.

Contract Amount:

Total not to exceed	\$147,616
Raimi + Associates (prime consultant)	\$115,993
MR+E (subconsultant)	\$23,676
Fehr & Peers (subconsultant)	\$7,947
Total	\$147,616

Note: Raimi originally proposed \$149,943, but staff negotiated the price down to \$147,616 without reducing the scope of work.

Contract Period:

January 9, 2018 through October 31, 2018

Project Number(s):

150-4590E.01 \$50,000

Funding source(s): Transportation Development Act (TDA)

Funding of \$50,000 is available in the FY 2017-18 budget, and the remaining \$97,616 is expected to be available in the FY 2017-18 and 2018-19 budget in Project Number 275-4823U3.01, subject to budget availability.

**Request for Proposal
(RFP):**

SCAG staff notified 2,400 firms of the release of RFP 18-001-B19 via SCAG's Solicitation Management System. A total of 86 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

Raimi + Associates

\$149,943

KTGY Group, Inc.	\$145,452
Stantec Consulting Services, Inc.	\$149,874
KTU+A	\$149,971
Danielian Associates	\$150,000
SWA	\$194,613

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the four (4) highest ranked offerors. KTGY Group, Inc. as initially ranked the highest. However, after staff initiated negotiation, KTGY did not fulfill SCAG's audit requirements. Consequently, staff terminated negotiation with KTGY and entered into negotiations with the second highest ranked firm, Raimi + Associates, who complied with SCAG's audit requirements, and staff selected for contract award.

The PRC consisted of the following individuals:

Sarah Dominguez, Associate Regional Planner, SCAG (Project Manager)
Mark Gross, Senior Planner, City of Moreno Valley
Claudia Manrique, Associate Planner, City of Moreno Valley
Eric Lewis, Traffic Engineer, City of Moreno Valley

Basis for Selection: The PRC selected Raimi + Associates for the contract award because the consultant:

- Demonstrated the best understanding of the project, such as the opportunity that the piece of land owned by the city offered to serve as a catalyst for economic development;
- Provided the best technical approach, for example, coordinating with the General Plan process for better clarity during community outreach and for potential streamlining; and,
- Provided the best overall value for the level of effort proposed, specifically presented a well-integrated project team with each team member having experience in the Inland Empire on similar projects.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms:

- Did not comply with SCAG's audit requirements;
- Did not demonstrate the same level of creativity and innovation within their proposed technical approach. The lowest priced firm lacked a clear technical approach that would enable implementation of the plan, and lacked existing understanding of the context of the area and instead referred to national economic development trends, such as lifestyle centers, which may or may not be applicable to the site.

CONSULTANT CONTRACT 17-034-G6

Recommended Consultant:	Blackman & Holberton												
Background & Scope of Work:	As part of SCAG's relocation to its new Los Angeles Headquarters office at 900 Wilshire Boulevard, Los Angeles, CA 90017, staff requires the assistance of a consultant to provide move management services. The selected consultant shall provide a moving company, Information Technology (IT) equipment placement as well as a connectivity service provider to reconnect the various hardware.												
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Move Plan;• Move assistance; and• Post move support and liquidation assistance.												
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.												
Contract Amount:	Total not to exceed \$66,597 Blackman & Holberton (prime consultant)												
Contract Period:	October 6, 2017 through March 31, 2018												
Project Number(s):	Funding source: Indirect Cost & General Fund												
Request for Proposal (RFP):	<p>SCAG staff notified 31 firms of the release of RFP 17-034-G3 via SCAG's Solicitation Management System. A total of 18 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:</p> <table><tr><td>Blackman & Holberton (2 subconsultants)</td><td>\$66,597</td></tr><tr><td>Trendzitions, Inc. (2 subconsultants)</td><td>\$38,063</td></tr><tr><td>Corovan Moving and Storage (no sub consultants)</td><td>\$43,483</td></tr><tr><td>Commercial Moving & Storage (no sub consultants)</td><td>\$44,822</td></tr><tr><td>Crown Worldwide Moving and Storage, LLC (1 subconsultant)</td><td>\$58,923</td></tr><tr><td>Elite Transitions (2 subconsultants)</td><td>\$60,453</td></tr></table>	Blackman & Holberton (2 subconsultants)	\$66,597	Trendzitions, Inc. (2 subconsultants)	\$38,063	Corovan Moving and Storage (no sub consultants)	\$43,483	Commercial Moving & Storage (no sub consultants)	\$44,822	Crown Worldwide Moving and Storage, LLC (1 subconsultant)	\$58,923	Elite Transitions (2 subconsultants)	\$60,453
Blackman & Holberton (2 subconsultants)	\$66,597												
Trendzitions, Inc. (2 subconsultants)	\$38,063												
Corovan Moving and Storage (no sub consultants)	\$43,483												
Commercial Moving & Storage (no sub consultants)	\$44,822												
Crown Worldwide Moving and Storage, LLC (1 subconsultant)	\$58,923												
Elite Transitions (2 subconsultants)	\$60,453												
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals:</p> <p>Debbie Dillon, Deputy Executive Director of Administration, SCAG Catherine Kirschbaum, Chief Information Officer, SCAG Marissa Pesce, Project Manager, Savills Studley</p>												
Basis for Selection:	The PRC recommended Blackman & Holberton for the contract award because the consultant:												

- Demonstrated the best understanding of the project, specifically in the development of a move plan and schedule (9 meetings included);
- Provided the best technical approach, for example they clearly outlined a move plan and included a detailed schedule. They also included an outline of a strong team of sub consultants (Mover and IT Services); and
- Provided the best overall value for the level of effort proposed.

Although other firms proposed a lower prices, the PRC did not recommend these firm for contract award because these firms:

- Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work; and
- Did not demonstrate the same level of creativity and innovation within their proposed technical approach. Proposed approaches, focused on economics task, focused mainly on retail opportunities and did not represent a good value.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 13
March 1, 2018

To: Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Stephen Patchan, Program Manager, (213) 236-1923,
patchan@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Horacio Hernandez", is written over the "EXECUTIVE DIRECTOR'S APPROVAL" text.

Subject: Augmented 2017 Regional Active Transportation Program:
Status Update

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

On January 31, 2018, the California Transportation Commission (CTC) approved, with minor administrative corrections, the Augmented 2017 Regional Active Transportation Program (ATP) which was previously reviewed and approved by the Regional Council on October 5, 2017 and January 11, 2017, respectively. With this action, successful project sponsors may now pursue allocation of funding awards from the CTC in the fiscal year the project is programmed. SCAG has reached out to successful project sponsors to inform them of their awards and provide direction on project initiation.

The CTC adopted Augmented Regional ATP is attached, with technical corrections highlighted and further described below.

STRATEGIC PLAN:

This item supports SCAG Strategic Plan, Goal 7 Secure funding to support agency priorities to effectively and efficiently deliver work products. Objective A. Pursue innovative funding opportunities for planning and infrastructure investments. Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

BACKGROUND:

The Augmented 2017 ATP Regional Program was approved by the Regional Council on October 5, 2017 and amended by the Executive Administrative Committee on behalf of the Regional Council January 11, 2018. The California Transportation Commission adopted the Augmented 2017 Regional Active Transportation Program: Amended Recommended Project in January 31, 2018 with minor administrative amendments to several projects, as described below.

- Per the request of the Ventura County Transportation Commission (VCTC), the project programming year for the City of Ventura Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project was changed to fund Plans, Specifications & Estimate Phase (PS&E) in fiscal year 18-19.
- The Los Angeles County MTA Reconnecting Union Station to the Historic Cultural Communities of DTLA project's Recommended ATP Funding amount was corrected to reflect the Augmented 2017 ATP amount only (as opposed to the previously awarded amount that included both the 2017 ATP award and the Augmented 2017 ATP).

The *Total Project Costs* (see attached) were corrected to align with Project Program Requests (PPR). The amendments have no impact on the project scopes, project award amount or total regional program award amount.

FISCAL IMPACT:

Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

ATTACHMENT/S:

CTC Approved Augmented 2017 Regional Active Transportation Program

2017 Active Transportation Program Augmentation - MPO Component (3 of 10)
Staff Recommendations
(\$1,000's)

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
2017 ATP Funded Projects Requesting Advances																			
1	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	462	0	462	0	0	462	0	0	0	0	Non Infrastructure	X
2	Commerce	SCAG	LA	City of Commerce Active Transportation & SRTS Plan	X	X	245	245	245	0	0	0	0	245	0	0	0	Plan	X
3	Office of Exposition Park Management	SCAG	LA	Exposition Park Active Transportation Plan	X	X	240	200	200	0	0	0	0	200	0	0	0	Plan	
4	Santa Ana	SCAG	ORA	West Willits Street Protected Bicycle Lanes	X		2,970	2,970	0	495	2,475	0	2,475	0	30	465	0	Infrastructure	X
5	Santa Ana	SCAG	ORA	SRTS Davis Elementary ADA Compliance	X		5,754	5,754	0	920	4,834	0	4,834	0	20	900	0	Infrastructure	X
6	Riverside County DPH (Injury Prevention Services)	SCAG	RIV	Riverside County SRTS Program			1,099	849	0	849	0	0	0	849	0	0	0	Non Infrastructure	X
7	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,584	0	5,584	0	0	5,584	0	0	0	0	Infrastructure	
8	Ventura	SCAG	VEN	Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project	X	X	1,560	1,380	88	155	0	1,137	1,137	0	88	155	0	Infrastructure	X
							112,662	17,444	533	8,465	7,309	1,137	14,492	1,294	138	1,520	0		

New Projects Recommended for Funding																			
5	Imperial County	SCAG	IMP	Sidewalk Improvements on Rio Vista Street in Seeley California	X	X	1,584	369	193	176	0	0	141	0	0	193	35	Infrastructure	X
6	Los Angeles County MTA	SCAG	LA	Reconnecting Union Station to the Historic Cultural Communities of DTLA	X		6,276	2,169	0	0	2,169	0	2,169	0	0	0	0	Infrastructure	
7	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	318	0	318	0	0	0	318	0	0	0	Non Infrastructure	X
8	Pasadena	SCAG	LA	Union Street Cycle Track	X		6,314	1,877	0	0	1,877	0	1,877	0	0	0	0	Infrastructure	
9	Santa Monica	SCAG	LA	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	X	X	1,178	943	113	830	0	0	830	0	25	88	0	Infrastructure	
10	Glendora	SCAG	LA	Glendora Urban Trail and Greenway Network			2,242	1,792	100	168	1,524	0	1,524	0	100	168	0	Infrastructure	
11	Artesia	SCAG	LA	Norwalk Artesia Boulevards Safe Streets Project	X		2,327	1,987	1,987	0	0	0	1,987	0	0	0	0	Infrastructure	X
12	Montebello	SCAG	LA	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	X		5,755	4,187	4,187	0	0	0	4,187	0	0	0	0	Infrastructure	
13	Los Angeles County DPW	SCAG	LA	Marvin Braude Beach Trail Gap Closure	X		2,936	2,936	200	2,736	0	0	1,836	0	200	900	0	Infrastructure	
14	Carson	SCAG	LA	Dominguez Channel Bicycle Path Extension from Avalon to 223rd/Wilmington	X		2,225	2,225	0	2,225	0	0	2,225	0	0	0	0	Infrastructure	
15	Los Angeles County DPW	SCAG	LA	Temple Avenue Complete Street Improvements	X		1,847	1,847	60	1,787	0	0	1,517	0	60	270	0	Infrastructure	X
16	Artesia	SCAG	LA	Mitigate Pedestrian and Bicycle Safety Deficiencies	X	X	623	563	0	563	0	0	563	0	0	0	0	Infrastructure	X
17	Orange County	SCAG	ORA	Hazard Avenue Bikeway Project	X		3,566	3,566	0	3,566	0	0	3,566	0	0	0	0	Infrastructure	
18	Orange County	SCAG	ORA	OC Loop Coyote Creek Bikeway (Segements O,P,Q)	X		2,064	1,415	0	0	1,415	0	0	0	0	1,415	0	Infrastructure	
19	La Habra	SCAG	ORA	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	X		863	863	0	0	863	0	0	0	0	0	863	Infrastructure	X
20	Seal Beach	SCAG	ORA	Lampson Avenue Bike Lane Gap Closure Project 2016			1,265	637	27	0	105	505	505	0	27	105	0	Infrastructure	

2017 Active Transportation Program Augmentation - MPO Component (3 of 10)
Staff Recommendations
(\$1,000's)

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
21	Buena Park	SCAG	ORA	Go Human Event: Explore Beach Boulevard		X	220	200	200	0	0	0	0	200	0	0	0	Non Infrastructure	
22	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,208	0	5,208	0	0	5,208	0	0	0	0	Infrastructure	
24	Redlands	SCAG	SBD	East Valley Corridor Bike Route Interconnect Project	X	X	2,640	49	0	0	0	49	49	0	0	0	0	Infrastructure	
25	Yucaipa	SCAG	SBD	Safe Routes to Dunlap Elementary School	X	X	532	402	0	402	0	0	402	0	0	0	0	Infrastructure	X
26	Rialto	SCAG	SBD	Cactus Avenue Multi-Use Path	X		1,760	1,260	0	1,260	0	0	1,260	0	0	0	0	Infrastructure	
27	San Bernardino County	SCAG	SBD	Sunburst Avenue Class II Bike Lanes, Joshua Tree	X		1,118	1,118	20	1,098	0	0	942	0	15	161	0	Infrastructure	
28	Victorville	SCAG	SBD	Arrowhead Drive/Seventh Avenue Complete Streets	X		2,303	1,329	0	1,329	0	0	1,329	0	0	0	0	Infrastructure	X
29	Ventura	SCAG	VEN	Harmon Barranca Corridor Gap Closure for Montalvo and Portola ES	X		507	501	0	19	50	432	432	0	19	50	0	Infrastructure	X
30	Thousand Oaks	SCAG	VEN	Conejo School Road and Willow Lane SRTS Sidewalk Improvements	X		3,924	775	0	775	0	0	775	0	0	0	0	Infrastructure	X
31	Ventura County	SCAG	VEN	Potrero Road Bike Lanes - Phase I			2,530	467	0	467	0	0	467	0	0	0	0	Infrastructure	
32	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2	X	X	431	320	0	320	0	0	0	320	0	0	0	Non Infrastructure	X
33	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Local Planning Initiative	X	X	1,529	1,289	1,289	0	0	0	0	1,289	0	0	0	Plan	X
Totals							159,353	40,612	8,376	23,247	8,003	986	33,791	2,127	446	3,350	898		

Administrative Adjustments

Updated to Reflect CTC Program

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 14
March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: March 2018 State & Federal Legislative Update

FEDERAL

The Bipartisan Budget Act of 2018

On January 22, 2018, both chambers of Congress passed, and the President signed into law, H.R. 195, a continuing resolution to reopen the federal government and keep it funded through February 8, 2018. The legislation was first passed in the Senate by a vote of 81-18 and later in the House of Representatives by a vote of 266-150. The CR also extended the Children's Health Insurance Program (CHIP) and once again postponed potential across-the-board sequester cuts until after the current CR expires. The vote was also accompanied with commitments to continue work on immigration issues including the Deferred Action for Childhood Arrivals (DACA) program and border security.

With the funding authority from H.R. 195 expiring at 12:00 a.m. on February 9, 2018, both houses of Congress eventually voted (House: 240-186; Senate: 71-28) to pass a bipartisan budget agreement—after a shutdown of the federal government for just over five hours—to repeal expenditure limits and fund the government for the next two years. The agreement includes a CR that funds the government at current levels through March 23, 2018 in order for both the House and Senate's Committees on Appropriations to negotiate detailed appropriations and deliver full funding for the remainder of FY 2018, as well as begin the process for FY 2019.

The bill provides more than \$80 billion in disaster relief funds to communities affected by Hurricanes Harvey, Irma, Maria, and other hurricanes and wildfires occurring in calendar year 2017.

Spending caps imposed by the Budget Control Act of 2011 were increased for both defense and nondefense spending, resulting in a nearly \$300 billion increase in spending over the next two years. The defense discretionary funding cap was increased by \$80 billion in FY 2018 and \$85 billion in FY 2019 while the non-defense domestic discretionary spending cap was increased by \$63 billion in FY 2018 and \$68 billion in FY 2019. Budget sequestration will not occur for both FY 2018 and FY 2019. To offset the cost of the relief, however, the process of mandatory sequestration is extended out to FY 2027. The bill also lifts the federal debt limit until March 1, 2019.

President Trump's FY 2019 Budget Proposal

On February 12, 2018, the White House released its \$4.4 trillion FY 2019 budget proposal (<https://goo.gl/cwNAAT>), which outlines the Trump Administration's fiscal priorities for the upcoming year. Although the proposal calls for significant cuts to federal spending—more than \$3 trillion over a decade—it does not call for balancing the budget within the next 10 years. While the Trump Administration's budget proposal is a request to Congress regarding spending and tax policy, and is essentially a statement of the Administration's priorities, it is important to note that the proposal itself is just one part of the federal budget process—it is not law or legislation—and Congress will continue to negotiate the specifics of the budget in the coming months.

For the Department of Transportation (USDOT), the budget request in the FY 2019 budget proposal is \$77.3 billion. The USDOT budget documents do not include any of the proposed \$200 billion in funding under the White House's proposed infrastructure initiative, which is a multi-department endeavor that is being handled directly by the White House.

- Surface Transportation: The budget proposal requests \$57.4 billion in mandatory funds and obligation limitation for the nation's transportation infrastructure. This includes \$46 billion for highway infrastructure and safety programs, \$9.9 billion for transit infrastructure, and \$1.4 billion for safety programs. These levels match the authorized amounts under the Fixing America's Surface Transportation (FAST) Act for 2019.
- Highway Trust Fund: The new budget does not have a proposal to fix the solvency of the Highway Trust Fund after it runs out of money in FY 2021.
- Discretionary Budget: The budget proposal requests \$15.6 billion in discretionary budget authority for 2019, which would be a \$3.7 billion or 19% decrease from the 2017 enacted base discretionary level of \$19.3 billion (which excludes supplemental emergency relief funding). The budget proposal eliminates funding for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, but maintains the Infrastructure For Rebuilding America (INFRA) grant program. The budget proposal would also wind down the Federal Transit Administration's Capital Investment Grant program (known as "New Starts") by limiting funding to projects with existing full funding grant agreements only. The budget does not propose any funding for the various railroad discretionary grant programs created by the FAST Act, which received a combined \$90 million in the FY 2017 appropriations act.
- Amtrak: Like last year, the proposed FY 2019 budget proposes huge cuts in Amtrak subsidies (\$776 million below the House and Senate's FY 2018 average). Instead of simply proposing to kill subsidies for long-distance routes, however, the new budget proposes that states pay one-half of the operating subsidy cost of long-distance routes going through their state.
- Airport Improvement Program: The budget proposal's request is at the same level as in recent years (\$3.35 billion) pending reauthorization.

- Essential Air Service: The budget proposal's request for funding for the Essential Air Service program is \$93 million, which is \$57 million less than the 2017 enacted level (\$150 million). The proposal also includes a legislative reform proposal to "modify the definition of essential air service, to ensure that Federal funds are efficiently targeted at the communities most in need." The proposed reforms aim to reduce high per passenger subsidy costs and service to communities that are relatively close to other airports.

For the Department of Housing & Urban Development (HUD), the budget request in the FY 2019 budget proposal is \$41.24 billion. The FY 2019 request is an increase of just over 1% from the \$40.7 billion requested for FY 2018, which itself was down \$6.2 billion or 13.2% from the prior year's request.

- Rental Assistance: The budget proposal requests \$33.8 billion across HUD's rental assistance programs, which is a decrease of 11.2% relative to the 2017 enacted level. The decrease in the request is a result of what the Administration sees as increasing and unsustainable Federal costs of rental assistance. There is no request for funding for the Public Housing Capital Fund as the Administration believes the provision of affordable housing should be a responsibility more fully shared with State and local governments. The Administration acknowledges that the requested funding levels are significantly reduced from the 2017 enacted level, but that the requested level should be able to support currently assisted households while simultaneously decreasing the federal government's role in rental assistance programs over time.
- HUD-Assisted Households: The Administration's budget proposes legislative reforms to encourage work and self-sufficiency across its core rental assistance programs, which is consistent with broader Administration goals. The budget notes that tenants currently generally pay 30% of their adjusted income toward rent. The Administration's reforms would require able-bodied individuals to shoulder more of their housing costs and provide an incentive to increase their earnings. The budget, however, mitigates rent increases for the elderly and people with disabilities, requesting \$601 million for the Housing for the Elderly program and \$140 million for the Housing for Persons with Disabilities program. These represent an increase of \$91 million and \$19 million, respectively, from last year's budget request.
- Economic Mobility: The budget proposal requests \$75 million for the Family Self-Sufficiency program and \$10 million for the Jobs-Plus Initiative to connect HUD-assisted households to social services and employment resources in order to help tenants maximize their earning potential, improve their financial situations, and enjoy a higher quality of life.
- Block Grants: The Administration's budget proposes the elimination of HUD's community and economic development as well as affordable housing production programs. The budget also eliminates the Community Development Block Grant (CDBG) program. The budget proposal devolves responsibility to state and local governments, which the Administration feels are in a better position to assess local community needs and address unique market challenges.

For the General Services Administration (GSA), the budget request in the FY 2019 budget proposal is \$10.7 billion. The proposed budget for the GSA reflects the Administration's priorities in making investments in the nation's infrastructure, modernizing the government's information technology (IT), and making government operate more efficiently.

- Federal Buildings Fund: The budget proposal requests \$275.9 million for improvements to the Calexico Land Port of Entry.
- Government Efficiency: The Administration's budget proposal requests \$6.1 million for the Federal Permitting Improvement Steering Council, which leads ongoing government-wide efforts to modernize the federal permitting and review process for major infrastructure initiatives.

Trump Administration Infrastructure Plan

President Donald Trump has consistently emphasized that the nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. On February 12, 2018, the Trump Administration officially released its long-awaited infrastructure plan (<https://goo.gl/xNZpZh>). The Administration's document is a broad-based infrastructure proposal addressing surface transportation, water, broadband, and energy. The plan, which the Administrations expects will stimulate at least \$1.5 trillion in new investment over the next 10 years, encourages state and local governments to spend more on infrastructure needs by providing matching funds, but also offers a smoother path to getting federal regulatory approvals.

The Administration's infrastructure plan contains four major components:

1) Funding and Financing Infrastructure Improvements

Part 1 outlines the Administration's goals for building and rebuilding the nation's infrastructure in both urban and rural areas in the forms of both competitive and formula grant programs. The provisions also call for streamlining the process for divesting federal government assets no longer needed by the federal government.

2) Additional Provisions for Infrastructure Improvements

Provisions in Part 2 would incentivize and remove barriers to the development and improvement of transportation infrastructure in our nation. These provisions would encourage and incentivize alternative project delivery, including state, tribal, local and private investment, in transportation; streamline federal procedures for delivering transportation projects; and decrease barriers and reduce unnecessary federal oversight to facilitate timely delivery of projects.

3) Infrastructure Permitting Improvement

The Administration proposes a number of provisions to deliver infrastructure projects in a less costly and more time-effective manner by creating a new, expedited structure for environmental reviews, delegating more decision-making to the states, and enhancing coordination between

state and federal reviews. The Administration would accomplish this principally through the establishment of a new “One Agency, One Decision” environmental review structure, among other things.

4) Workforce Development

The emphasis on workforce development coincides with the Administration’s proposals for investment in the nation’s infrastructure. Through project development and implementation, it is expected that a number of jobs will be created that will need to be filled by a qualified workforce. The investment in workforce training would help companies find skilled workers to fill both existing and new jobs created through infrastructure investments.

Reaction to the infrastructure plan has been mixed, but of greater concern is how the Administration expects to pay for the investments and programs in the plan. President Trump has reportedly signaled a willingness to support an increase in the federal gas tax of 25 cents per gallon.

STATE

SB 1 Funds Awarded to Local Transportation Agencies

On February 5, 2018, Caltrans announced that the first round of Local Partnership Program grants funding through the Road Repair and Accountability Act of 2017 (SB 1) have been awarded to local and regional agencies. Overall, 57 projects submitted by 32 agencies around the state were awarded a total of \$173.4 million to fund transportation improvements.

Some of the projects in the six-county SCAG region include:

- Statewide Local Partnership Program Projects
 - o *Orange County Transportation Authority – Caltrans-I-5 Improvement Project from State Route 73 to Oso Parkway (\$18.24 million)*
 - Extending from the cities of Laguna Niguel, Mission Viejo and Laguna Hills, this project adds one general purpose lane in each direction, auxiliary lanes where needed, as well as the reconstruction of interchanges at Avery Parkway. This project will directly enhance mobility and maximize the productivity of the local transportation system.
- Local Partnership Program Grants
 - o *Riverside County Transportation Commission (RCTC)*
 - City of Corona: \$2 million project to replace the eastbound State Route 91 (SR-91) to northbound State Route 71 (SR-71) loop connector with a direct connector ramp, realign the Green River Road eastbound entrance ramp to SR-91 and construct a collector/distributor system on SR-91 in the eastbound direction between the Green River Road and Serfas Club Drive.
 - City of Riverside: \$4.7 million project to complete the remaining work from the SR-91 HOV Project associated to the Union Pacific Railroad line along Pachappa Underpass, pave the

- full section of westbound SR-91 auxiliary lanes and shoulder, and construct full structure section for the second right turn lane of the Mission Inn Avenue westbound exit ramp.
- City of Corona Temescal Canyon Road Gap Closure: \$7.3 million project to widen Temescal Canyon Road from two to four lanes including but not limited to curb and gutter and curb ramps in two different segments.
 - *Los Angeles County Metropolitan Transportation Authority (Metro)*
 - West Santa Ana Branch (WSAB) Transit Corridor Project: Proposed \$23.94 million for preliminary design and engineering of light rail transit line that would extend approximately 20 miles from southeast Los Angeles County to downtown Los Angeles. The line would offer service through nine cities, including Bell, Cudahy, Downey, Huntington Park, South Gate and Vernon, providing transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate future employment and population growth.
 - Green Line Extension (Cities of Redondo beach and Torrance): \$19.75 million to continue environmental study and preliminary engineering of a light rail transit line extension from the city of Redondo Beach to the city of Torrance. The project would provide direct connections to regional destinations, improving accessibility to alternate modes of transportation for residents and communities in the South Bay area.
 - Willowbrook/Rosa Parks Station Mezzanine Improvements: The \$14.81 million project will construct an expanded mezzanine at the Willowbrook/Rosa Parks Station, including two new staircases and an elevator to serve transfers between the Metro Blue and Green Lines. The mezzanine expansion will safely accommodate transfer volumes and passengers waiting for the next train as well as adequately serve a future expansion of the rail system.

Governor Brown Announces Appointments

On February 20, 2018, Governor Jerry Brown announced the following appointments:

- Brian Annis was appointed secretary of the California State Transportation Agency (CalSTA). Annis most recently served as acting secretary since the beginning of 2018. Previously, Annis served as undersecretary from 2013 – 2018 and deputy secretary for transportation at the California Business, Transportation & Housing Agency from 2012 – 2013.
- Laurie Berman was appointed director of the California Department of Transportation (Caltrans), where she has been District 11 director since 2009 and has served in several positions since 1983, including chief deputy district director of project delivery, State Route 125 south toll road corridor project manager, design manager and senior transportation engineer.
- Frances Inman was reappointed to the California Transportation Commission, where she has served since 2010. Inman has been founding president at Majestic Realty Foundation since 2002 and senior vice president at Majestic Realty Co. since 1996.



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

March 1, 2018

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Basil Panas, Chief Financial Officer; (213) 236-1817;
panas@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.

AUDITS

The Caltrans auditors completed their most recent fieldwork in February. There are indications that no more visits to SCAG will be needed. Caltrans is reviewing all the material we supplied to them.

SCAG's outside independent auditors, Vavrinek, Trine, Day and Co., LLP will be on hand at the Audit Committee (AC) meeting on March 20 to present their FY18 audit plan and to take input from the AC.

MEMBERSHIP DUES:

As previously reported, all agencies have renewed their FY18 memberships. There are two cities that remain non-SCAG members.

BUDGET & GRANTS (B&G):

On January 24, 2018, staff received Federal approval for Amendment 3 to the FY 2017-18 Overall Work Program (OWP).

On January 31, 2018, staff submitted the 2nd Quarter OWP Progress Report to Caltrans.

B&G staff continued to work on the development of the FY 2018-19 Comprehensive Budget and OWP. A draft budget will be presented at today's EAC and RC meetings.

CONTRACTS:

In January 2018, the Contracts Department issued four (4) Request for Proposals (RFP's); awarded four contracts (4); issued one (1) contract amendment; and processed 42 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 94 consultant contracts. Contracts staff continued to negotiate better pricing and reduced costs for services. During January 2018 over \$39,254 in budget savings was realized, bringing the FY18 total to \$200,249.

ATTACHMENT:

January 2018 CFO Monthly Status Report



Office of the Chief Financial Officer

Monthly Status Report

JANUARY 2018

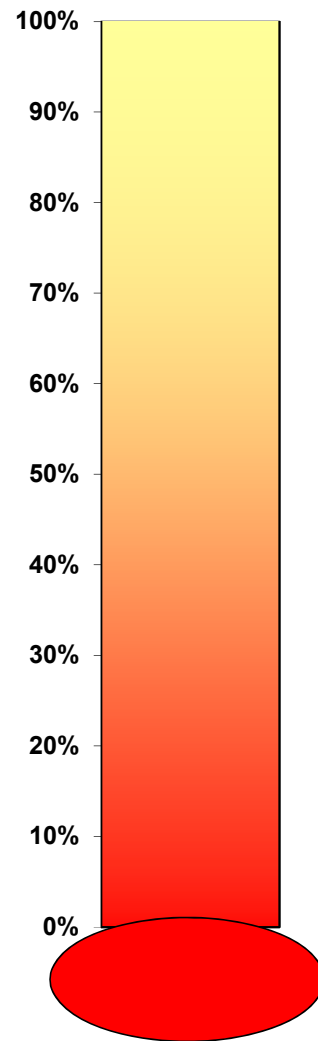
OVERVIEW

As of Feb 14, 2018, 195 cities and counties had renewed their memberships; zero cities had yet to renew, and there were two cities in the SCAG region still being recruited for membership.

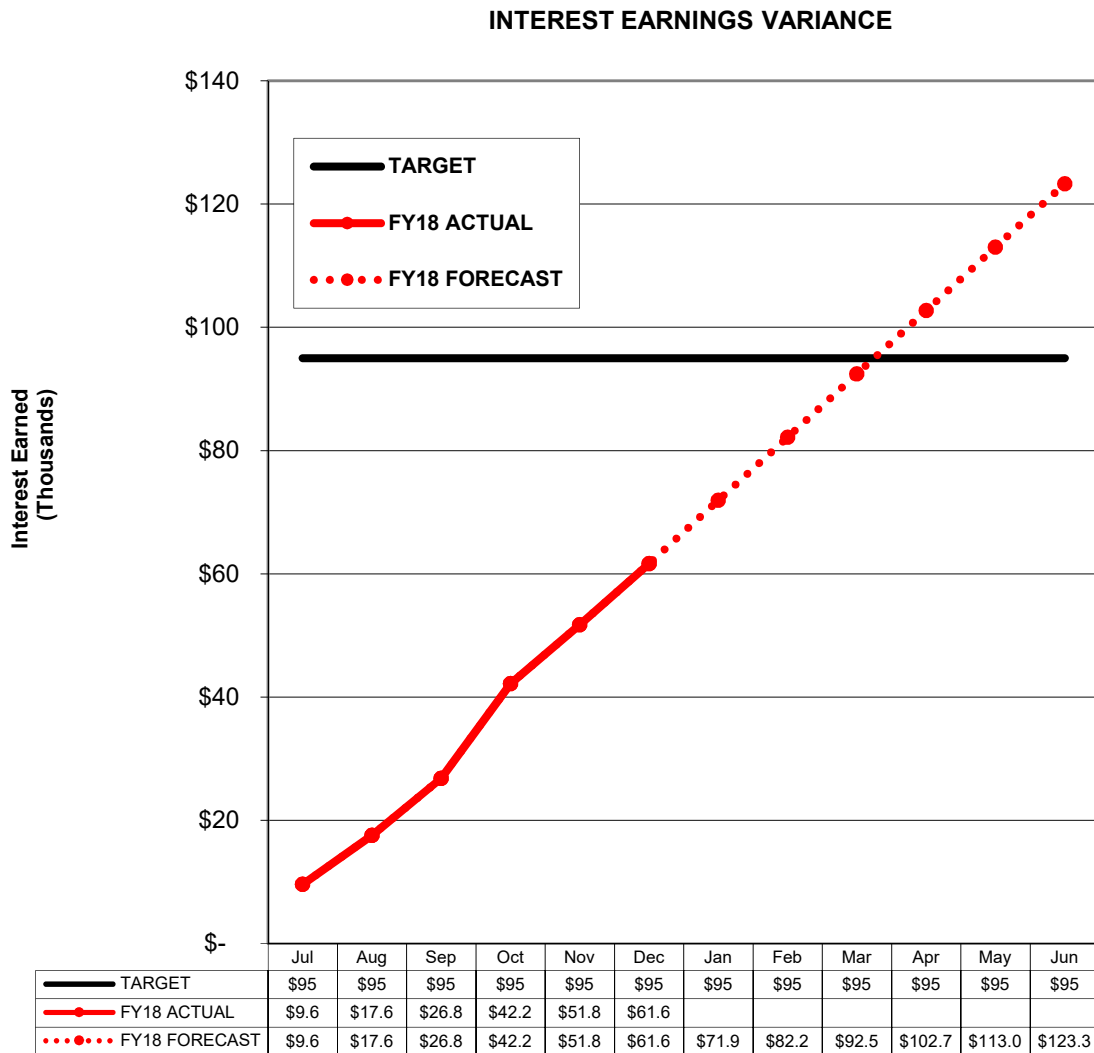
SUMMARY

FY18 Membership Dues	<u>\$ 1,974,303</u>
Total Collected	<u>\$ 1,986,186</u>
Percentage Collected *	<u>100.60%</u>
Exceeds 100% because ICTC joined during the year.	

FY18 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



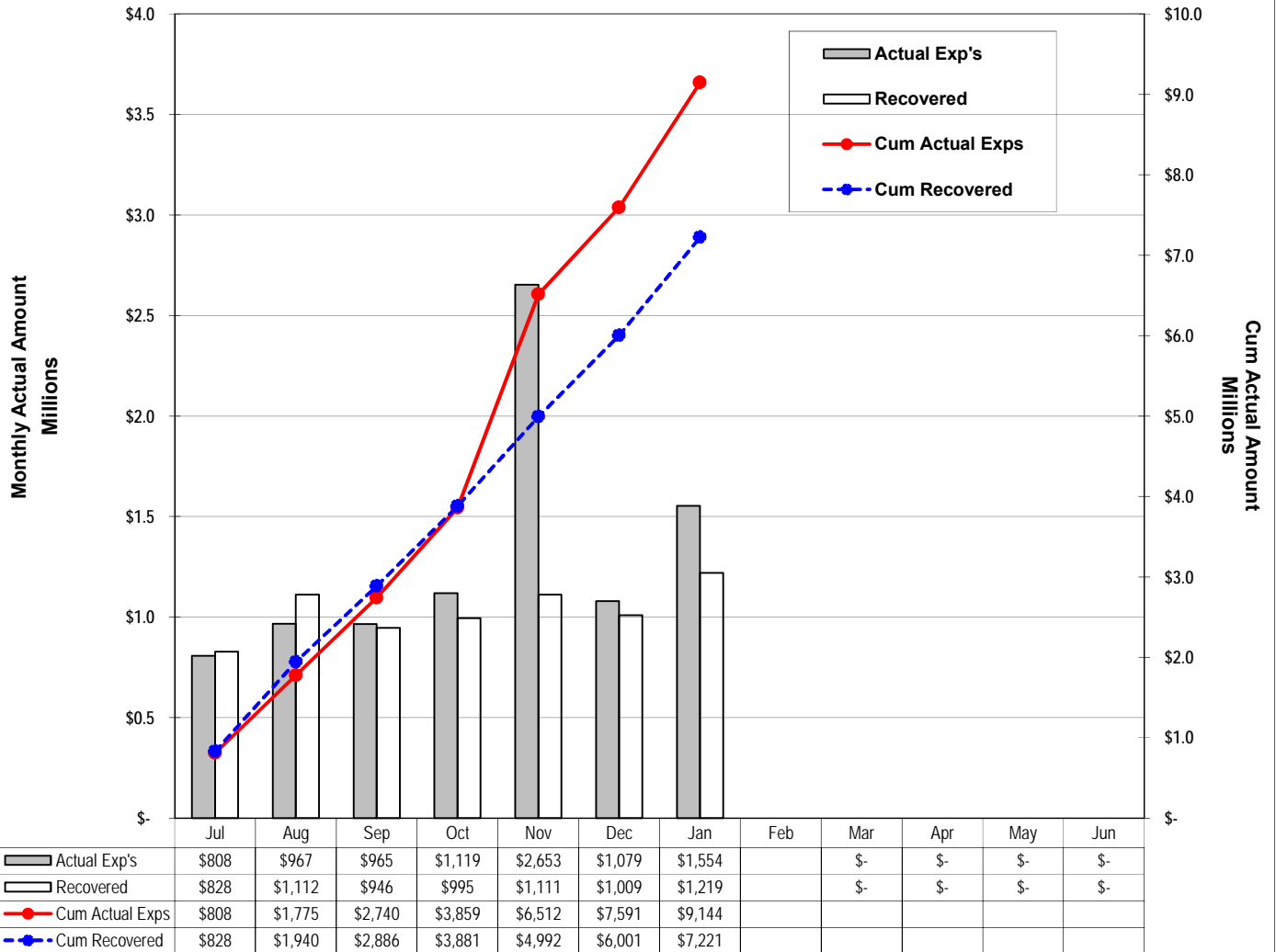
OVERVIEW

Actual interest income is plotted against the target amount. The amount credited to SCAG's account through December was \$61,637. The LA County Pool earned 1.45% in December.

SUMMARY

The amount projected for FY18 is \$123,275, which is \$28,275 more than the target.

FY18 INDIRECT COST & RECOVERY



OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

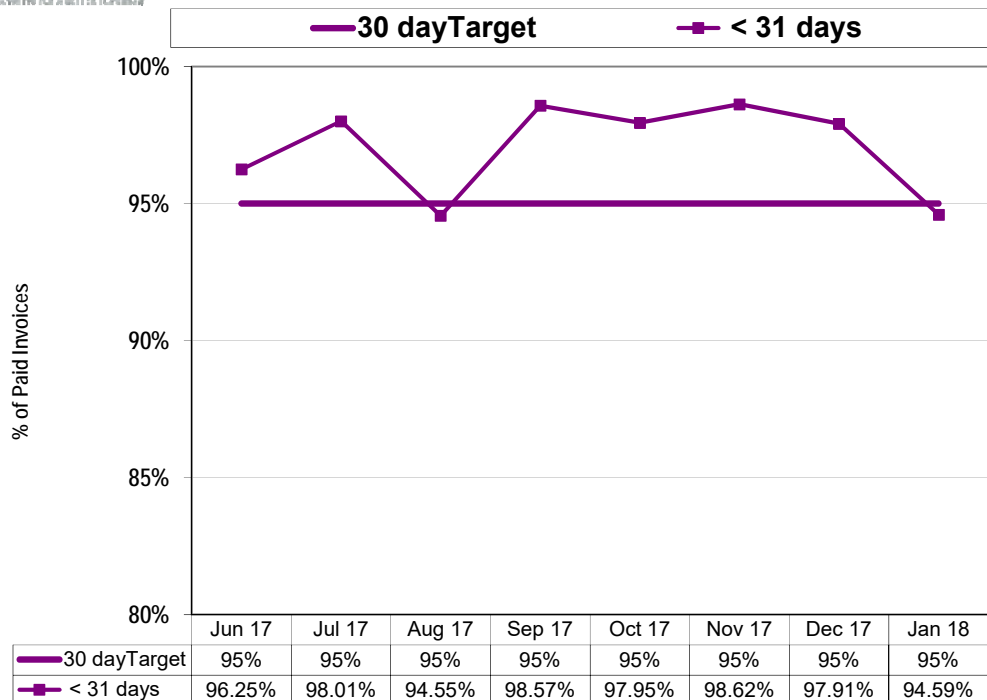
SUMMARY

Through January 2018, SCAG was under-recovered by \$1,923,622. This was because of the lease obligation payment of \$1,555,787 for the LA Office at 818 W. 7th Street and will be recovered over time.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

SUMMARY

94.59% of January 2018's payments were made within 30 days of invoice receipt.

At month-end, 39 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

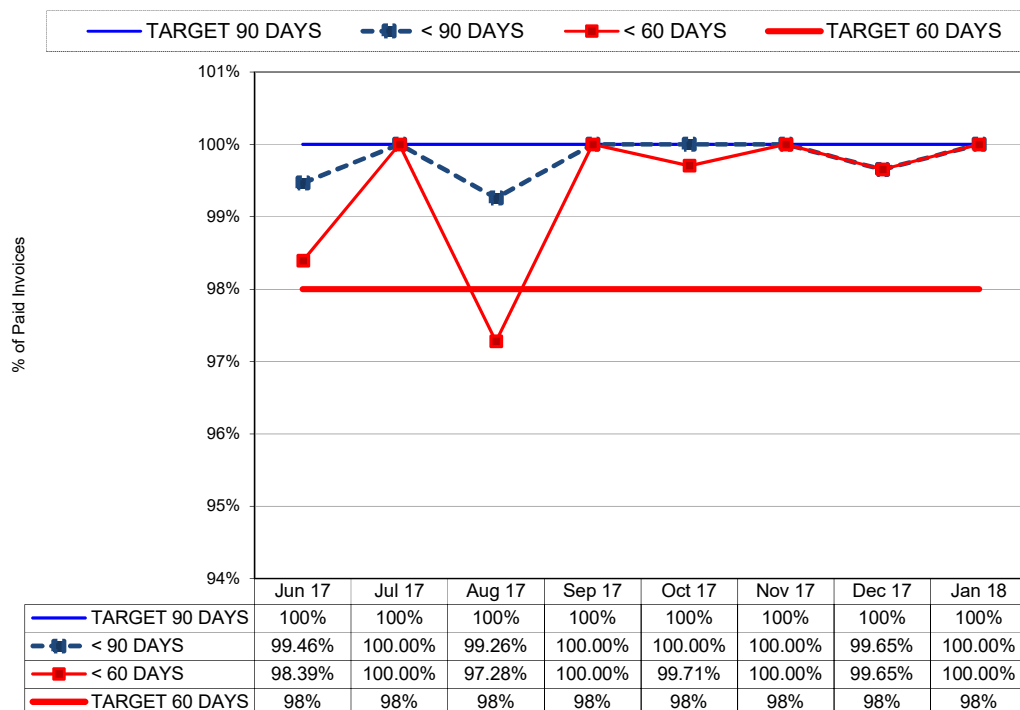
The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were met during this period.

100.00% of January 2018's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 13; 60-90 days: 5; >90 days: 8.

INVOICE AGING





Office of the CFO
Consolidated Balance Sheet

		12/31/2017	1/31/2018	Incr (decr) to equity	COMMENTS
1					
2	Cash at Bank of the West	\$ 1,687,659	\$ 1,579,605		
3	LA County Investment Pool	\$ 7,293,823	\$ 7,419,543		
4	Cash & Investments	\$ 8,981,482	\$ 8,999,147	\$ 17,665	Immaterial change
5					
6	Accounts Receivable	\$ 5,780,937	\$ 6,142,206	\$ 361,269	Billing for CPG and FTA 5304 increased \$330K
7					
8	Other Current Assets	\$ 5,309,609	\$ 5,268,639	\$ (40,970)	Some prepaid expenditures were expensed
9					
10	Fixed Assets - Net Book Value	\$ 1,231,475	\$ 1,231,475	\$ -	No change (balance shown is as of previous year-end as full fixed asset accounting is done annually)
11					
12	Total Assets	\$ 21,303,504	\$ 21,641,468	\$ 337,964	
13					
14	Accounts Payable	\$ (550,540)	\$ (323,622)	\$ 226,918	Invoice backlog was reduced
15					
16	Employee-related Liabilities	\$ (306,762)	\$ (501,508)	\$ (194,745)	Dec had five unpaid working days, Jan had eight
17					
18	Deferred Revenue	\$ (151,020)	\$ (151,020)	\$ -	No change
19					
20	Total Liabilities and Deferred Revenue	\$ (1,008,322)	\$ (976,149)	\$ 32,172	
21					
22	Fund Balance	\$ 20,295,182	\$ 20,665,318	\$ 370,136	
23					
24					
	WORKING CAPITAL				
		12/31/2017	1/31/2018	Incr (decr) to working capital	
25	Cash	\$ 8,981,482	\$ 8,999,147	\$ 17,665	
26	Accounts Receivable	\$ 5,780,937	\$ 6,142,206	\$ 361,269	
27	Accounts Payable	\$ (550,540)	\$ (323,622)	\$ 226,918	
28	Employee-related Liabilities	\$ (306,762)	\$ (501,508)	\$ (194,745)	
29	Working Capital	\$ 13,905,118	\$ 14,316,224	\$ 411,106	
30					



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through January 31, 2018

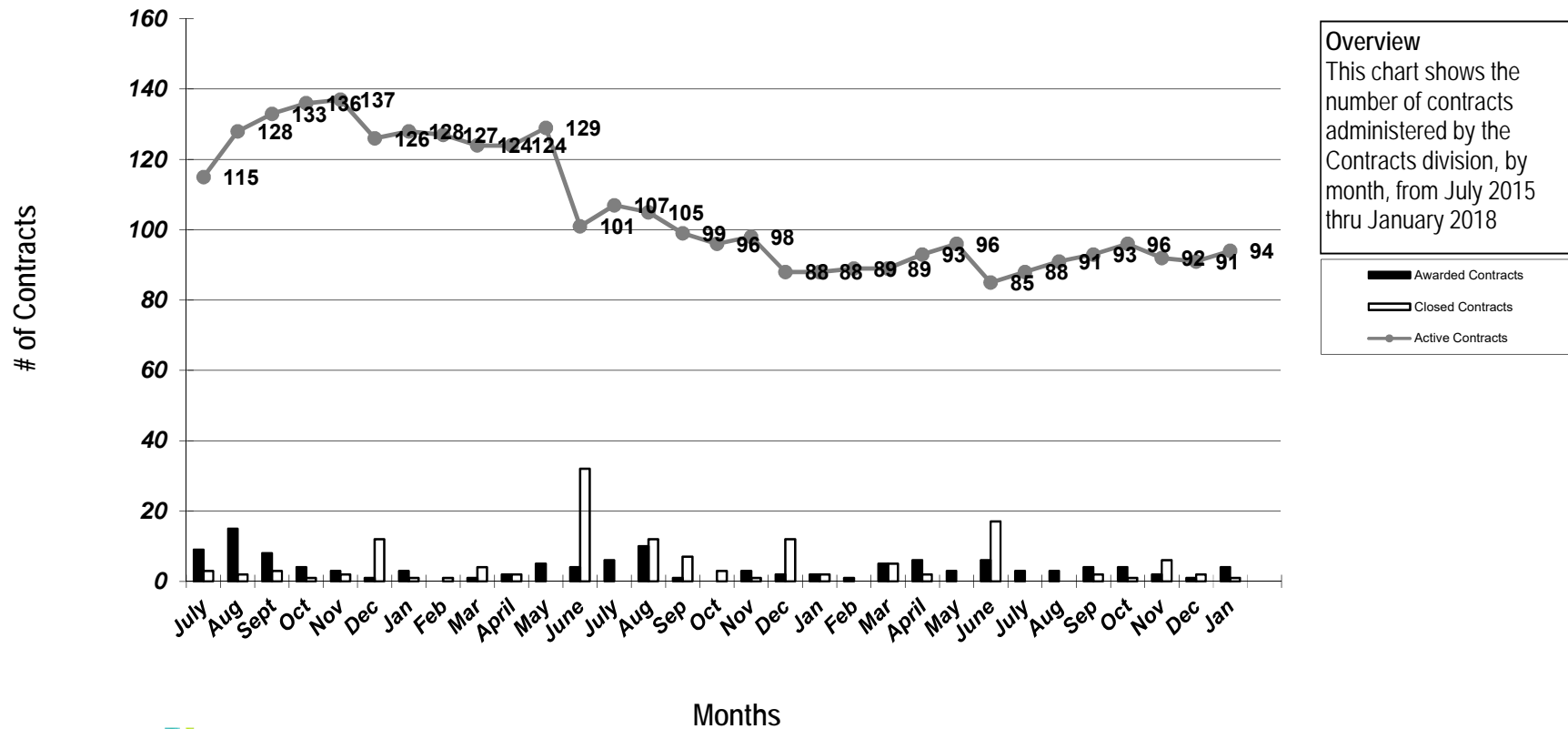
COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	406,555	406,057	71,585		334,472	17.6%
2	51001 Allocated Indirect Costs	335,223	363,474	64,075		299,399	17.6%
3	54300 SCAG Consultants	295,850	281,097	232,145	48,952	(0)	82.6%
4	54340 Legal costs	105,000	105,000	50,148	54,853	(0)	47.8%
5	55310 F&F Principal		48,263	23,264		24,999	48.2%
6	55315 F&F Interest		9,255			9,255	0.0%
7	55320 AV Principal		20,652			20,652	0.0%
8	55325 AV Interest		6,382			6,382	0.0%
9	55441 Payroll, bank fees	12,500	12,500	5,931		6,569	47.4%
10	55510 Office Supplies	25,000	25,000	9,046	15,954	(0)	36.2%
11	55600 SCAG Memberships	21,250	38,750	38,526	0	224	99.4%
12	55610 Professional Membership	11,500	11,500	7,814	619	3,068	67.9%
13	55730 Capital Outlay	1,300,000	1,165,448	1,164,974	0	474	100.0%
14	55830 Conference - Registration	15,000	15,000	-		15,000	0.0%
15	55860 Scholarships	32,000	32,000	20,000		12,000	62.5%
16	55910 RC/Committee Mtgs	25,000	25,000	8,961	3,039	13,000	35.8%
17	55912 RC Retreat	5,000	5,000	166	5	4,829	3.3%
18	55914 RC General Assembly	500,000	500,000	60,181	147	439,672	12.0%
20	55915 Demographic Workshop	18,000	18,000	-		18,000	0.0%
21	55916 Economic Summit	80,000	99,500	99,007		493	99.5%
22	55918 Housing Summit	40,000	40,000	1,325		38,675	3.3%
23	55920 Other Meeting Expense	45,000	50,000	42,365	7,636	(0)	84.7%
24	55930 Miscellaneous other	12,000	11,500	4,104	0	7,397	35.7%
25	55940 Stipend - RC Meetings	215,925	215,925	91,910	0	124,015	42.6%
26	56100 Printing	10,500	10,500	102		10,398	1.0%
27	58100 Travel - outside SCAG region	44,500	40,000	24,485	0	15,515	61.2%
28	58101 Travel - local	25,500	25,500	16,330	0	9,170	64.0%
29	58110 Mileage - local	21,500	19,500	8,679	0	10,821	44.5%
30	58200 Travel - Reg Fees	1,000	3,000	2,865		135	95.5%
31	58800 RC Sponsorships	135,000	135,000	102,190	1,900	30,910	75.7%
32	Total General Fund	3,738,803	3,738,803	2,150,177	133,104	1,455,522	57.5%
33				-			
34	Staff & Fringe Benefits	14,739,246	15,245,405	7,995,439		7,249,966	52.4%
35	51001 Allocated Indirect Costs	12,153,156	13,646,570	7,156,718		6,489,852	52.4%
36	54300 SCAG Consultants	11,184,241	20,242,868	2,527,607	7,530,806	10,184,455	12.5%
37	54360 Pass-through Payments	3,525,186	18,880,791	5,967,821	7,328,024	5,584,947	31.6%
38	55210 Software Support	247,231	297,231	225,954	71,277	0	76.0%
39	55280 Third Party Contribution	3,250,173	3,594,718	1,808,700		1,786,018	50.3%
40	55620 Resource Materials - subscrib	653,040	653,040	206,624	205,029	241,387	31.6%
41	55730 Capital Outlay		116,933	116,933		0	100.0%
42	55810 Public Notices	-	3,415	3,415		0	100.0%
43	55920 Other Meeting Expense	36,158	36,158	1,089		35,069	3.0%
44	55930 Miscellaneous - other	766,300	192,532	52,763	4,015	135,754	27.4%
45	56100 Printing	23,000	23,000	3,264		19,736	14.2%
46	58100 Travel	185,000	190,000	60,456		129,544	31.8%
47	59090 Exp - Local Other		10,596,276	-		10,596,276	0.0%
48	Total OWP	46,762,731	83,718,937	26,126,784	15,139,150	42,453,004	31.2%
49				-			
50	Comprehensive Budget	50,501,534	87,457,740	28,276,960	15,272,254	43,908,526	32.3%

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,848,626	3,879,689	2,412,702		1,466,987	62.2%
2	50013	Regular OT	-	5,000	4,638		362	92.8%
3	50014	Interns, Temps, Annuit	119,000	60,500	18,506		41,994	30.6%
4	51000	Allocated Fringe Benefits	2,962,884	2,978,393	1,960,246		1,018,147	65.8%
5	54300	SCAG Consultants	240,200	180,200	62,630	2,923	114,647	34.8%
6	54301	Consultants - Other	1,328,995	1,386,750	753,521	550,950	82,279	54.3%
7	54340	Legal	50,000	50,000	19,890	30,110	1	39.8%
8	55210	Software Support	442,916	399,916	279,226	0	120,690	69.8%
9	55220	Hardware Supp	66,250	109,254	109,010	0	244	99.8%
10	55240	Repair & Maint Non-IT	15,000	15,000	9,372	5,628	0	62.5%
11	55400	Office Rent 818 Offices	1,230,000	975,000	973,980	0	1,020	99.9%
12	55410	Office Rent Satellite	245,883	160,883	85,097	75,786	0	52.9%
13	55420	Equip Leases	120,000	120,000	41,608	47,483	30,910	34.7%
14	55425	Lease Obligation Payment	-	1,555,787	1,555,787		0	100.0%
15	55430	Equip Repairs & Maint	28,500	28,500	16,999	11,501	0	59.6%
16	55435	Security Services	100,000	100,000	36,755	27,184	36,062	36.8%
17	55440	Insurance	183,373	299,589	299,106		483	99.8%
18	55441	Payroll / Bank Fees	17,000	17,000	6,798		10,202	40.0%
19	55445	Taxes	6,200	6,200	4,660	1,340	200	75.2%
20	55460	Mater & Equip < \$5,000	14,000	69,000	64,640	3,634	725	93.7%
21	55510	Office Supplies	74,300	64,800	27,339	37,461	0	42.2%
22	55520	Graphic Supplies	2,500	2,500	889		1,611	35.6%
23	55530	Telephone	170,000	170,000	99,053	65,545	5,402	58.3%
24	55540	Postage	10,000	10,000	-	10,000	0	0.0%
25	55600	SCAG Memberships	194,900	139,900	69,416	3,833	66,651	49.6%
26	55620	Res Mats/Subscrip	54,800	54,800	35,367	2,649	16,784	64.5%
27	55700	Deprec - Furn & Fixt	10,000	10,000	-		10,000	0.0%
28	55710	Deprec - Computer Equipment	120,000	120,000	-		120,000	0.0%
29	55715	Amortiz - Software	250,000	150,000	-		150,000	0.0%
30	55720	Amortiz - Leasehold Improvements	37,500	37,000	-		37,000	0.0%
31	55800	Recruitment Notices	20,000	20,000	9,241		10,759	46.2%
32	55801	Recruitment - other	38,000	38,000	13,253	24,747	0	34.9%
33	55810	Public Notices	2,500	2,500	-		2,500	0.0%
34	55820	Training	81,500	31,500	-		31,500	0.0%
35	55830	Conference/workshops	15,000	35,000	13,293	1,004	20,703	38.0%
36	55920	Other Mtg Exp	2,500	2,500	-		2,500	0.0%
37	55930	Miscellaneous - other	1,500	5,500	5,112	0	387	93.0%
38	55950	Temp Help	38,500	92,000	91,555	0	445	99.5%
39	56100	Printing	30,000	39,500	13,016	3,149	23,334	33.0%
40	58100	Travel - Outside	90,500	78,500	13,299		65,201	16.9%
41	58101	Travel - Local	13,300	15,300	5,412		9,888	35.4%
42	58110	Mileage - Local	18,300	22,300	14,319		7,981	64.2%
43	58200	Travel - Reg Fees	-	32,000	18,680		13,320	58.4%
44	Total Indirect Cost		12,294,427	13,570,261	9,144,415	904,926	3,520,920	67.4%

SCAG Contracts (Year to Date)



Summary

The chart shows that the Contracts Department is managing 94 active consultant contracts. Thirty-Seven of these are Cost Plus Fixed Fee contracts, 16 are fixed price contracts, and the remaining 41 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 50 contracts for FY 2017-18. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO
Staffing Report as of February 1, 2018



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	7	4	2
Legal	2	2	0
Strategy, Policy & Public Affairs	20	16	4
Administration	43	39	4
Planning & Programs	67	62	5
Total	139	123	15

OTHER POSITIONS

GROUPS	Limited Term Positions	Interns or Volunteers	Temp Positions	Agency Temps
Executive	1	0	0	0
Legal	0	0	0	0
Strategy, Policy & Public Affairs	0	3	0	1
Administration	1	4	1	1
Planning & Programs	4	28	1	
Total	6	35	2	2